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Manufacturers' Record.

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DALITMONE.

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BALTIMORE, MARCH 9, 1905.

While the plans for the consolidation of leading Alabama coal and iron interests have in some respects been temporarily delayed, the general work is progressing satisfactorily. It was not to be expected that an undertaking of such vast magnitude could be carried through without some hitches and some delays, but the movement is well under way and it is quite certain that it will be carried out successfully. A vast amount of work has already been accomplished, and the entire country has been awakened to the unlimited possibilities of the coal and iron regions of Alabama.

THE SOUTH'S ADVANTAGE.

The general trend of business development today is more pronouncedly in favor of the South than ever before. In every direction there are signs of advancement. Starting with the mineral regions of Virginia and West Virginia. where these is remarkable activity in coal and iron interests, on down through Kentucky and Tennessee to Alabama, where coal and iron activity is greater than ever before, with plans under way for developments which will make the South a leader in metallurgical progress, to New Orleans and Galveston, where the export grain trade of the country is now centering, there is in every direction improvement and advancement. Cotton-mill interests are getting in better shape; water-power developments are under way at many points, especially in the Carolinas, including the immense undertaking at Yadkin Falls, N. C., by Pittsburg capitalists; here and there immigration is sufficiently marked as to be commanding much attention. Five or six years ago, when the great boom of that period swept over the country, the South had scarcely commenced to emerge from the depressing effect of years of low-price cotton and the agricultural poverty which that condition had brought about. Its iron interests were not in a position to get the benefit, except to a limited extent, of the prosperity in iron and steel, and so the great wave of activity had almost passed away before

higher-price cotton and improvements and consolidation in iron and coal and railroad developments had put the South in a position to reap the same rich harvest that other sections gath-But now the conditions are different. The big profits on two or three years' cotton crops sold at high prices brought such financial strength to the farmers as to enable them to hold this crop back from the market to the despair of the bears, and the iron interests, developed by new and modern improvements and by the building of new furnaces and steel works, are in shape to enjoy the present prosperity in that trade and to justify further developments on a very large scale. Thus the South enters this period of industrial activity in a far better shape than before, and in the next five years we shall see more real wealth created there and a greater volume of business than in the last 10 years. We shall now do in five years much more than we have done in the past ten. That is the assured progress ahead of the South.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 62, 63 and 64.

HEAVY PURCHASES OF RAIL-ROAD EQUIPMENT.

Preparations are being made by the railroad companies to handle a vastlyincreased amount of business. Since the first of this year, now only two months old, announcements have been made by a number of prominent corporations working either wholly or partly in the South that very large sums will be expended, principally for motive power and rolling stock, but partly for rails, and thus far the disbursement of more than \$65,000,000 for these purposes by 19 roads is in sight. This will cover 1261 locomotives, 46,600 freight cars and more than 200 passenger-train cars. In the estimate little orders have not been considered, notwithstanding that a number of companies have decided to purchase here and there several engines or cars. All the money is to be spent this year, and none of the equipment is to be finished later than next fall, when it will be required to handle the traffic of the autumn months, although much of it will be delivered earlier, some as soon as April.

In sheer magnitude the appropriation made by the Pennsylvania system for the purposes here outlined is stunning. The sum of \$23,000,000 will be expended by that corporation alone, which will purchase and build between 500 and 600 engines and will buy more than 15,000 freight cars. To one locomotive factory the company has given the contract for 325 engines, but the building of 200 more locomotives is to be done either at the company's shops or at the works of other manufacturers. This number may be increased before summer, according as the outlook for traf-

fic directs. The expenditures to be made by the Baltimore & Ohio Railroad are also huge. That company will buy 250 engines and 10,000 freight cars. besides 48,000 tons of rails, all costing approximately \$14,000,000. The rail contracts have been let and those for equipment will soon be awarded. The Southern Railway, the Santa Fe system and the Southern Pacific will pay out approximately \$6,000,000 each for cars and locomotives. The Southern, for instance, has given orders for 79 engines and 5000 freight cars, the Santa Fe for 75 engines and 5300 freight cars, besides some passenger coaches, and the Southern Pacific for 100 engines and 1600 freight cars, besides cars for pas senger trains. It has also let heavy contracts. The Alabama Great Southern, the Chesapeake & Ohio, the Kansas City, Mexico & Orient, the Missouri Pacific and the Western Maryland are to spend \$1,000,000 each for cars and engines or both. The Frisco system will disburse about \$1,500,000 and the Norfolk & Western \$2,000,000 for the same purposes. Smaller orders are reported by the Central of Georgia, the Chattanooga Southern, the Cincinnati, New Orleans & Texas Pacific, the Mobile. Jackson & Kansas City, the St. Louis Southwestern, the Seaboard Air Line and the Virginia Southwestern, but some of these will probably be increased before the year is much older. Moreover, all the rail purchases in the South are not here covered, for some of the companies have not yet announced their contracts for the current year, while others gave their orders in 1904 for delivery in 1905, as heretofore reported. Those here noted are new contracts.

The reason for these liberal disbursements in the purchase of equipment is made apparent by the monthly statements of the railroad companies, all of which here mentioned are showing steady and rapid growth of business. No doubt also that railroad managers are fearful of being again caught short of facilities as they were two years ago, when a swift increase in the volume of traffic found most roads, inclduing some of the richest, quite unprepared to handle it, so that the congestion of freight at certain points was appalling, even to traffic men of long experience. That predicament then caused the companies to flood locomotive builders with orders, and the factories were worked to their full capacity to provide motive power as speedily as possible, yet by no means with sufficient rapidity to meet requirements. Car manufacturers were likewise overwhelmed with contracts all pressing speedy fulfillment, and for the it seemed as if the works devoted to the construction of railroad equipment were unequal to supply the normal demands of the country. outlook for this year indicates that the drain upon the equipment resources of the roads will be larger than ever, yet they will apparently be able to accept and handle all business offering, inasmuch as they have taken time by

the forelock by early placing their orders with manufacturers.

Warrant for these anticipations of heavy traffic for 1905 is found in the figures reported by Poor's Manual, which shows that during the five fiscal years from 1899 to 1903, inclusive, there was a steady gain in both gross and net earnings of railroads in the United States as a whole. The figures for the fiscal year of 1904 are not completed. but estimates based upon the reports of a large number of companies show that it will display gains over 1903, notwithstanding a temporary period of depres sion following the boom times, which had given such a sudden and tremendous impetus to the business of transportation. Nor is this all, for while here and there throughout the country during the temporary slackening of commerce groups of railroads showed decreases in earnings for some months as compared with the previous year, lines in the South have practically without exception displayed increasing progress and growth. This section was scarcely affected by the reaction, and its natural development has continued without check. It now enjoys the promise that 1905 will bring it still greater prosperity and will incidentally enable its railroads to more than maintain their records of success.

WHAT MIGHT HAVE BEEN AND WHAT MAY BE.

In the midst of discussions of ways and means to enable men still holding portions of the cotton crop of 1904-1905 to realize for it prices obtained by those who sold their cotton before the slump of December last, and at the same time to encourage a reduction in the acreage for the crop of 1905-1906, there are contentions now and then about the policy pursued as to the last crop, and here and there attempts to hold this or that influence responsible for the extraordinary crop indicated by the government reports. Such contentions lose sight of the fact that in the early days of the last season, at planting time in 1904, the South was warned against increasing the acreage unduly or planting for more than a certain number of bales. but warned in vain, inasmuch as it is almost second nature for farmers of all kinds to respond to the impulse of high prices for their products one season by enlarging their operations in those products the subsequent season. impulse is hard to be resisted in other lines of human industry more susceptible to organized understanding and cooperative action than the planting interest. That the slump in price, following the figures presented by the government early in December, but undoubtedly accentuated artificially through a longsustained campaign by the bear element in the cotton markets, did not affect the South as a whole disastrously, however individuals may have suffered, was clearly explained in the series of letters from about a thousand bankers in the cotton belt setting forth the actual conditions of their customers and neighbors. It ban'ed upon the comfortable position of the usands of growers because of the good prices received for two or three preceding crops and upon the greater attention given to diversification of crops, notwithstanding the large crop of cotton. The summary of the situation revealed in the bankers' letters was made in the Manufacturers' Record three weeks ago, and may be repeated as follows:

With few exceptions Southern farmers have been brought face to face with that natural and logical relief from constantly-recurring cotton bothers, and all along the line preparations are under way for a ominy career" and for "living at hon and boarding at the same place," to say nothing of permanent occupation in the grow ing of other crops than cotton. Grain, fruit and truck in Alabama; fruit, corn, hay, strawberries. vegetables and poultry in Ar-kansas; peanuts, potatoes, alfalfa, truck and stock in Texas; spring oats and wheat and -made bacon, with tobacco, early truck, home-made bacon, with tonacco, early tracks, berries and vegetables in South Carolina; Irlsh potatoes, pens, strawberries in North Carolina; peaches and cantaloupes in Georgla : sugar-cane in Mississippi, rice in Louis lana, and tobacco and stock in Tennessee are the ends now to be sought, while there is noticeable a steady change under way toward making home supplies. This will be accelerated by the attitude of banks, some of which are impressing upon planters the importance of very economical outlay and an increase production of foodstuffs and feedstuffs. Rent events have brought banks, mer and farmers into closer relations and recognition of the identity of their inter While naturally holding back upon the thrift less class, and in certain contingencies refus ing to aid planters who will not reduce the acreage, the banks are inclined to be liberal They recognize that the farmer is alive to his own interests, and often where they would be inclined to encourage a reduction do not find compulsion or threat necessary, as the thing is being done voluntarily.

thing is being done voluntarily.

Much of the last crop now held is in the hands of the larger growers, who are thoroughly capable of taking care of themselves, and being men of property, can get all the accommodations they require for another crop. Other cotton is in the hands of county merchants and local cotton speculators, but the quantity cannot be determined. While many small farmers soid early and got fair prices, enabling them to settle with the merchants and with the banks, thus putting them on a good basis for another crop, there are many small lots of from one to ten bales held which will come upon the market with an increase of a couple of cents in the price.

The ability of the farmers to make another crop independently of the banks, with the aid of the banks inclined to help to a reasonable degree, or through the strong aiding the weak, appears to be generally good throughout the South, especially in the Gulf and trans-Mississippi States. For many are in better shape than they have ever been, and are pictured in such phrases as "better financial conditions than ever in the history of the State," "in this section free for years from all forms of crop mortgages and llens," and "some have enough surplus money accumulated during the past three years that they are able to carry their own cotton."

Another fact which has not been given the weight which it probably deserves was the ideal and almost unparalleled boll-making quality of the season of 1904-1905, reinforced, as has been pointed out, by the plant-food left in the soil in consequence of the imperfect growing conditions of the preceding sea-Reports from different quarters in the South have told of a considerable increase of lint cotton to the boll approaching from 38 to 40 or more pounds of lint to the hundred pounds of seed What was the extent of this increased percentage it would be difficult to estimate, but that it had a marked influence upon the total of the crop cannot be doubted. To the lay mind, however, comes this suggestion: If the imperfect growing season of 1903-1904 left in the soil plant-food for the making of the unprecedented bolls of 1904-1905, did not the ideal growing conditions of 1904-1905 make greater drains than usual upon the soil? If this be so, is there not danger that too much stint in the use of fertilizer, both upon reduced cotton acreage and upon a greater acreage given to other crops, may result in the coming crop being a costly one, even though the price of raw cotton may advance? The safe rule, and it cannot be repeated too often, is for the individual grower to plant just as much land in cotton as his facilities for cultivating and gathering permit after he has seen to it that his corncrib and his larder shall be filled from home resources to the best of his ability.

GREAT BRITAIN'S COAL SUP-PLIES.

Industrial Britain is rejoicing over the report of a royal commission ap pointed three or four years ago to inquire into the coal supplies of the United Kingdom and upon matters relating thereto. For several years there had been apprehension about the ability of Great Britain not merely to maintain its export trade in coal, which means so much for it in many directions, but even to command at home the fuel necessary to the sustenance of its home industries. A commission appointed 35 years ago reported that the available resources of the United Kingdom in seams of coal at least one foot thick and situated within 4000 feet of the surface amounted in 1871 to 90,207,285,398 tons. Since then up to December 31. 1903, at which point the studies of the latest commission ended, 5,694,928,507 tons of coal have been mined. Yet this commission, adopting 4000 feet as the limit of practical depth in working and one foot as the minimum workable thickness of the coal, estimates the available quantity of coal in the proved coal fields of the United Kingdom to be 100,914,668,167 tons, showing that the commission of 1870 underestimated the available resources by nearly 16,000, 000,000 tons. Moreover, the commission estimates that in the proved coal fields at greater depths than 4000 feet are 5,239,433,980 tons which may or may not be recoverable, and that in unproved fields 39,483,000,000 tons are available, making a total of 145,637, 102,147 tons. The present annual output is about 230,000,000 tons, that point having been reached through an average annual increase of 21/2 per cent. during the past 30 years, while the increase in exports has been about 41/2 per cent, annually in the same period. If there should be no further increase in the output or in exports, the United Kingdom has enough coal in sight to last more than 400 years, which carries the mind beyond the time which should concern any royal commission of today. But the Allerton commission says:

It is the general opinion of the district commissioners that owing to physical considerations it is highly improbable that the present rate of increase of the output of coal can long continue; indeed, they think that some districts have already attained their maximum output, but that on the other hand the development in the newer coal fields will possibly increase the total output for some years. In view of this opinion, and of the exhaustion of the shallower collieries, we look forward to a time, not far distant, when the rate of increase of output will be slower, to be followed by a period of stationary output and then a gradual decline.

For that reason the commission, in the course of its examination of 120 skilled witnesses, considered possible economies in the use of coal-cutting machines and of electricity for the transmission of power, in the preparation of coal for sale or use, in the manufacture of coke and the use of by-products of the ovens, in the manufacture of briquettes in the production of power, especially as related to the use of automatic stoker, mechanical drafts, the

purification of boiler water, the fitting of steamers with turbines and the use of powdered fuel, in the use of gas for engines and in the employment of alcohol, peat, natural gas, oil, water-power and wind-power as substitutes for power generated from coal. As to the last point the conclusion of the commission is that while some possible sources of power may slightly relieve the demand for coal, there is no real substitute for coal, and it is the only reliable source of power for the United Kingdom. Therefore, the commission has no doubt of the wastefulness of existing methods in coal consumption and of the necessity for economy. It says:

Vast as are the available resources, it must be borne in mind that a large percentage of them are of inferior quality or are contained in deeper and thinner seams which cannot be worked at the present cost. It is true that in the past the introduction of economies has not tended to decrease the consumption of coal, but we anticipate that as the cost of mining increases the advantage of using fuel with greater care will become more apparent and considerable economies will naturally follow.

That there will be no immediate reduction in the amount of coal exported was obvious to the commission in the opinion of its witnesses that the maintenance of a large coal export trade is of supreme importance to the country and essential to the prosperity of the coal-producing districts, it being pointed out that coal is so essential an element of outward cargoes that any diminution of coal export must cause a rise in the import freight on goods, and that a large quantity of the coal exported is destined for the use of British ships going Accompanying such use coal directly in commerce is its use in the navy, now become of prime importance in the maintenance and expansion of the country's foreign trade. Here, too, consumption has rapidly inreased, but there is reason to believe, according to the commission, that ultimately there may be a saving through the use of oil fuel for auxiliary purposes in men-of-war, internal-combustion engines, working with volatile oils, having already been successfully introduced for the propulsion of small vessels.

A glance is given at the competition in world coal trade of other countries, especially Germany, with the resources and scientific methods of the Westphalian Syndicate, aided by preferential railway tariffs and cheap water carriage, and the United States, which have as yet affected only distant British markets, but which might, with American production outstripping American demands, establish a large coal export trade for the disposal of the surplus.

This report is not only valuable to Great Britain in relieving its mind from apprehension of a possibility of sudden diminution in the sources of its industrial power, but as an example of foresighted stocktaking it is suggestive to the younger coal producer, America, which in some respects, as far as coal is concerned, is yet to be discovered.

Mr. W. L. Spencer, secretary Spencer & Hall Company, typefounders and electrotypers, Baltimore, Md., writes to the Manufacturers' Record as follows:

We thought it would be of interest to you to know that through our advertisement in the Manufactureers' Record we have secured a sale of a complete printing plant for a very large burlap-bag factory now being started in Florida. Had it not been for the advertisement we would never have even known that a plant of the kind was to have been installed, and how unfortunate for us had we not renewed our yearly contract! It is very evident that buyers have entire confidence in the Manufactureers' Record's advertisers, for we are not such a great big concern, but the cash came along with the order.

PROFITABLE INVESTMENT FOR SOUTHERN STATES.

Discussing the part to be taken by a State in expediting the development of its mineral resources, a matter which is attracting especial attention in Victoria, Australia, the Engineering and Mining Journal says:

From an acquaintance with the official geologists of the Australian States and the members of our own survey, we feel that at the root of the disorganization discernible, no less here than at the Antipodes, is the fact that the contrast between the earning capacity of a capable geologist and that of an efficient professional man in other walks of life is too marked, the result being either that the geologist ekes out a precarious living by dabbling in matters outside his ken, or he abandons his career as a geologist to obtain a better livelihood elsewhere. Such conditions tend to kill scientific enthusiasm without creating professional spirit, and introduce a commercialism into scientific work which robs it of its highest attainment. In Victoria, as in the United States, we would like to see the work of our scientific men better appreciated and more properly compensated, and it would be well if they in return ceased wandering after strange gods, more especially the golden calf, and gave themselves up more sincerely to the beneficent labors to which they are dedicated.

These comments of a general charac ter may be applied particularly to the southern portion of the United States, where, in many instances, only a beginning has been made in the proper study under State auspices of geological riches. Notable work has been done, it is true, by Maryland, West Virginia, Georgia, Alabama and Texas, while good beginnings have been made in such States as the Carolinas, Louisiana and Virginia, and the revival of a survey in Kentucky promises to accomplish much for that State. Considering the limitations as to money available for the prosecution of the productive task. results have been eminently satisfactory. But they are by no means within the compass of the possibilities of thoroughly-organized geological surveys liberally encouraged by State appropriations. In co-operation with the United States Geological Survey they have done much to point the way to economic exploitation of coal, iron, phosphates, sulphur, zinc, lead, clays, building stone, etc., in industry. But the fact remains that there are vast underground stretches of the South still an undiscovered country. The sooner the scientific explorer is enabled to map those regions, the sooner will the South ome into its own. Southern States already having geological surveys should strengthen their intelligent work at every turn, and those without them should establish them in the knowledge that probably no better investment may be made by a State.

CRUELTY TO AN ANIMAL.

It has been left for General and Lieu tenant-Governor Curtis Guild, Jr., of Massachusetts-presuming that his is still the guiding mind of the Commercial Bulletin of Boston-to discover, in the decision of Congress to return captured battle-flags to Southern States, a reason why the South by socialistic legislation should relieve Massachusetts of what he calls punishment "for her humanitarianism." General and Lieutenant-Governor Curtis Guild, Jr., is exercising his favorite nightmare too frequently for the health of any self-respecting animal. He used to ride it only once a year, or at most twice a year, before he became the Orator of the Massachusetts State administration. Now it's a case of once a month. Too bad, too bad. To think of trying to hang a materialistic bargain about an imaginary form of competition in cotton manufacture upon a fine sentiment in the return of battle-flags!

THE COTTON MOVEMENT.

During the first six months of the present cotton season, according to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight was 9,604,748 bales, an increase over the same period last year of 875,502 bales; the exports were 5,711,627 bales, an increase of 792,-149 bales; takings by Northern spinners 1,519,039 bales, a decrease of 221,790 bales; by Southern spinners 1,320,853 bales, an increase of 70,194 bales. It is interesting to note the changes which have occurred in these comparisons since the turn of the year. At the close of December the amount of cotton brought into sight since September 1 was 1,079,282 in advance of the movement for the first four months of the preceding season; the exports were 571,206 bales in excess, the takings by Northern spinners 120,339 bales in excess and the takings by Southern spinners 80,010 bales in excess. One month later the excess of the movement into sight had fallen to 961,139 bales, the s of imports had advanced to 643,-016 bales and of takings by Southern spinners to 87.829 bales, while the takings by Northern spinners showed a decrease of 83,408 bales from the takings of the first five months of the preceding s This decrease now amounts to 221,790 bales. There is a further halting of the movement into sight amounting to more than 85,000 bales in one month; Southern mill takings are also inclined to halt, while the exports alone show an unbroken increase. It would be interesting if it were possible to trace the connection between these manifestations and the influences flowing from the January convention of the cotton-growers at New Orleans.

INCURABLE.

In explanation of an unfortunate con dition now apparently become chronic, and in natural devolution now confined chiefly to the columns of the Presbyterian Standard, published at Charlotte, N. C., the MANUFACTURERS' RECORD need only to recall two facts. In its issue of December 2, 1904, the New York *Times* published a statement signed by A. J. McKelway, containing the following:

"There has been so much exaggeration of the facts about child labor in the Southern States that even the intelligent linotype in The Times office must have thought that the figures given by me lately to Mr. Stevenson were too small."

In a letter to the editor of the MANU-FACTURERS' RECORD under date of Decem ber 31, 1904, A. J. McKelway, referring to this statement in the New York Times of December 2, said:

"I wanted to let down the reporter, who was trying to do us a service, as easily as possible, and so made the linotype suggestion."

Yet the editor of the Presbyterian Standard expects the MANUFACTURERS' RECORD and other lovers of truth to take his imaginings seriously. He is incapable of understanding that he has discounted himself as a judge of truth.

The Presbyterian Standard should know that no reputable paper can join issue with its editor in polecat polemics.

THE INLAND WATERWAY.

The speeches made in January at the interstate banquet of the Wilmington (Del.) Board of Trade in promotion of an open free ship canal connecting the Delaware river and Chesapeake bay have been published in pamphlet form. Judge George Gray presided at the banquet and the speakers included Messrs. Anthony Higgins and Alfred Crozier of Delaware, E. Smith of Pennsylvania, Blanchard Randall of Maryland, John

of Wilmington and Congressmen Lacey of Iowa, Lamb and Jones of Virginia and Gardener of New Jersey. The speeches emphasized the importance of the improvement of the canal under the auspices of the general government for national defense and commerce as part of the proposed inland waterway along the Atlantic

MISSISSIPPI LEVEES.

Everyone interested in the improve of the Mississippi river will find profit in reading "Notes on the Alluvial Valley of the Mississippi River and on the Levee System Built to Protect It from Overflow," prepared by Arsene Perrilliat. member of the board of State engineers of Louisiana. Within the compass of 24 pages Mr. Perrilliat presents a mass of information about the work already done by State, national and local authorities and a mass of data pointing the way to a completion of the improvements. Mr. Perrilliat's conclusions are as follows:

"In conclusion I will state as a result of my experience of 15 years in levee construction on the Mississippi river that I believe a levee system can be constructed which will protect the Mississippi valley from overflow. It is only a question of money, endeavor and time. The fertility of the soil and the general resources and richness of the alluvial lands justify this great expenditure, and as a business proposition the Mississippi valley, when thoroughly protected, will be one of the most valuable assets of the United States. As it is now, only partially protected, it is the home and source of wealth of millions of our citizens. Every year floods of increasing intensity are poured down upon it by the drainage of our country, yet the inhabitants of the valley struggle manfully against them. They clamor for assistance from the general government to protect them from a scourge rendered more terrible each year by the development of the country, yet while hoping that this help will come ome time in a measure commensurate with their needs and the disaster inflicted. they do not remain idle, but work to the full extent of their means and ability. They are entitled to the strong assistance of the federal government and they trust that in due time it will be forthcoming."

With this interesting publication is given a historical sketch of the levees of the Mississippi compiled by Mr. John M. Parker of New Orleans, energetic in furthering measures for the improvement of the river.

FACTS ABOUT FLORIDA.

Under an act of the legislature of 1901 he Florida department of agriculture. Mr. B. E. McLin, commissioner, has issued in the interest of immigration a comprehensive pamphlet descriptive of the climate, soil, resources and natural advantages of the State. Facts and figures are brought down to date to demonstrate the agricultural, manufacturing and commercial opportunities of the State in general, together with more detailed information by counties. In collecting material for the pamphlet the department consulted the county commissioners of each county, as well as many of the best informed persons on special lines in the State, and the result is a publication which will be found of great value by persons who wish to make their home in Florida, whether general farmers, gardeners, fruit-growers, stock-raisers, lumbermen or merchants.

The Florida East Coast Railroad has contracted for coal for its locomotives and steamers taken from mines along the Tennessee Central Railroad. A large number of mines are being opened north Cadwalader of Philadelphia, L. I. Handy of Chattanooga and west of Knoxville.

THE SOUTH AGAINST EDUCATIONAL MENDICANCY

The Rev. Dr. William E. Hatcher of Richmond is one of the most influential Baptist ministers in the South. He has been among the foremost in the educational work of the great denomination with which he is connected, and there will be none to question the sincerity of his convictions on educational as well as on other subjects touching the welfare of the Southern people, and he speaks as one having authority. He writes to the Baptist Argus of Louisville, Ky., as follows:

We desire with unimpassioned spirit to express what we have felt from the beginning, that the Ogden movement. trumpeted and glorified at first, has little in store for the white people of the South. The golden and radiant optimism of some of our educators has been a trial to us. Their ardor in dancing attendance upon the picturesque junketers as they swing and glitter now and then through the South has been well meant, but without refreshment to the public. Those denominational schools which are disposed to scramble for every crumb which falls from the rich man's table had as well take off their Sunday clothes and get back to their regular work. It is vain to trust in princes-especially for Baptists to trust in the monarch of money. We are out of run with the Ogden caravan, and we need not hope, and ought not to desire, that there should be one dollar in store for our mendicant hands. The fact is, the Baptists have passed the mendicant stage, and any movement that gives them the beggar feeling is to be deplored."

The Charlotte Observer shouts "Glory to the Baptists!" and wishes that "all Southern people might put off the garments and the mien of mendicancy and become imbued with the same self-reliant spirit." and then it discourses upon a question of immediate importance to the South in these words:

"Forty years ago is when the South needed alms, if it ever did or ever will, but no alms were forthcoming then, and the generation coming on at that time grew up in ignorance. But it is the active force of the South today, and the ignorant po' whites of 1865 have got together enough stuff to give some sort of an education to their own progeny and to the little niggers, too. That the gods help those who help themselves was never more abundantly demonstrated than it is in the fact that it was not until the South got on its feet by its own efforts and proved itself able to stand alone that the well-meaning Pullman - car philanthropists turned their benevolent eyes toward this section and beamed upon it. We wonder, by the way, how it is with the neighbors and employed of the propagandists who come into the South with schemes of reform of a miscellaneous character? If some of the stories which pass about from mouth to mouth are true, reformation and philanthropy might well begin in the land that the reformers and philanthropists come from.

The next appearance of the "well-mean ing Pullman-car philanthropists" * * * will be made in this State at Columbia some time during the month of April, and we are sure that they will have a great time. They are to stop in Charlotte on their way down here to tell us how to run our educational affairs, and we shall doubtless have marvelous reports of the wonderfully uplifting effects of their misionary work in partibus infidelium. It is not worth while warning our people against the insidious approaches of those who are thus trying to make a conquest of Southern opinion. We have made encouraging progress, in spite of the unfriendly attitude of the prime movers in this under-

taking, and our hope for the future depends upon the spirit of self-reliance and

[Norfolk (Va.) Virginian-Pilot.]

Dr. Wm. E. Hatcher of Richmond, in discussing the Ogden movement in a letter in the Baptist Argus, published in Louisville, Ky., says that the radiant optimism of some Southern educators has been a sore trial to him. He refers to them as dancing attendance upon "picturesque junketers," and expresses something very nearly akin to disgust at the spectacle. He particularly emphasizes the fact that Southern people have passed the mendicant stage.

The Virginian-Pilot said when the so called Ogden movement was inaugurated that it proposed to keep an open mind with regard to the matter and judge it upon its merits or demerits as they might appear.

The movement has now been under way for several years. If it has accomplished any practical good we have failed to observe it. It has, to be sure, created in the minds of Southern educators of a certain kidney an attitude of expectancy that can but impress unfavorably every observer of it. So far as we can see, the movement has degenerated into practically a propaganda for the education of the negro along wrong lines, although we by no means intend to impugn the motives of the men who started the movement and have been instrumental in pushing it. At the same time we are of the profound conviction that the South does not need it, and that it would be better off if the move ment were dropped altogether. It is quite capable of taking care, in the progress of time, alike of the whites and blacks in the matter of education, whereby it will escape also the inoculation of its people, particularly the negro, with false ideals, whilst preserving its self-respect unimpaired.

As the Charlotte Observer says in com menting on the same utterance of Dr. Hatcher, the time when the South needed help, if it ever did, from the North was just after the war. Since that time, by applying themselves to the hoe and plow handle, the so-called "poor whites" of the South have made a living for themselves and have given the children of the after war generation the rudiments of an educa tion that promises to find its fruition in the next generation in high-school and college education. In doing this the South has preserved its own ideals. It has learned the stern lesson of self-reliance. It has learned to overcome obstacles and battle with difficulties; and now, when its unaided triumph over all obstacles is as sured, it can ill afford to even seem to ask help from any outside source whatsoever.

The whole case of the relations between the North and South can be summed up in a very few words, so far as the South is concerned, and these words are, "let us aione." The white people of the South can look out for themselves and look out for the negro. They want neither charity nor philanthropy when accompanied, as they usually are, by mistaken ideas of our people and our purposes.

We should not go so far as to say that the Ogden movement was foredoomed to failure. Possibly it might have succeeded in the accomplishment of its ends, but the fact remains that it has not.

The visit of Governor Heyward of South Carolina to New York in February and his speech on immigration before the North Carolina Society of that city has attracted much attention to South Carolina

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JAPANESE MIGRATION TO THE SOUTH.

[Special Correspondence Manufacturers' Record.

Palm Beach, Fla., March 2.

The constantly-recurring establishment of small Japanese colonies in the Southern States that is now being noted in casual press dispatches portends an immigration movement of much greater magnitude and importance than is generally suspected.

Some three months ago I had the pleasure of spending several hours each day for three days in company with Mr. S. Shimizu, the representative of the Japanese government, stationed at Chicago, and learned from him some things that will no doubt prove of more than passing interest to the people of the South. I met Mr. Shimizu in New Orleans while en route to the Southwest, where a nums ber of Japanese have recently settled. I found him to be a man of intelligence, education and to possess a clear-cut business judgment and a grasp of American conditions that to me, at least, was surprising. He was away from his official post on an official mission, and was work ing it out on a well-defined plan with a foundation of facts that were remarkable.

After several meetings and conversations with Mr. Shimizu, at my request he consented to tell me what the purpose of his visit to the South was and what idea on the part of his government (for, as already stated, he was traveling officially) prompted it. He did not give me permission to publish everything that he told me, but he had no objection to the general purpose of his visit being made known.

Mr. Shimizu said that he had been sent into the South by order of his government to investigate the soil, climate and general agricultural conditions of the section for the purpose of ascertaining what the opportunities were for his people to find desirable homes and money-making opportunities better than those that they enjoy in their own country. He showed me pages of carefully-prepared statistics on the subjects under investigation and explained that his purpose was to verify them, that they might be given out at the proper time to his people with authority and without question. In his polite and suave manner, with a significant bow and smile, he said: "You know we Japanese think first, verify second and act third or not at all."

"You know," he said in the same conversation, "that we are going to win this war, but we are not counting on doing it within three or four years, but when we do, as is always the case at the end of such struggles, many important changes will be nade in our affairs; and with the foresight that I think you will give us credit for, we are looking ahead for the new conditions that will follow. There will be many pensioners on our rolls and the government will be under obligations to thousands of its heroic subjects, and every effort will be made to throw all material advantages possible in their way.

"From the agricultural and labor statistics which we have in hand, the fertile and undeveloped fields of the Southern States offer many attractive opportunities to the industrious Japanese farmer more favorable than those he has at home, and if investigation bears them out to the satisfaction of the government, they will be made known to our people and every facility furnished to take advantage of them. Quite a number of Japanese are already located in the South, and it is my purpose to find out what line of agricultural industry they are pursuing, and what their success and prospects are."

"Do you think that there will be a general Japanese immigration movement to the South?" I inquired of Mr. Shim-

"No, not in the sense that you Americans term 'general movements' for the present. A few of our experienced and reliable farmers will locate in different sections of the Southern States and make a thorough test of conditions and opportunities, and if these prove satisfactory the result will be a settling of a great many of our people in your States. When they come it will not be on the general haphazard immigration plan, but they will be accurately advised in advance of where to go and what they can engage in with profit."

Bearing out Mr. Shimizu's statement is a colony of 15 Japanese agricultural students that have recently taken land and located at Boca Ratone, 15 miles south of this place. The Boca Ratone colony is largely under the chaperonage of Capt. T. M. Rickards, one of the leading citizens and planters of this section, and I asked him today for a statement of the operations and intentiors of the colony. After consulting with Mr. Sakai and Mr. Tsujii, the leaders of the colony, he said:

"The 15 members of the colony are gricultural students desirous of studying in a practical way our methods of farming and the capabilities of our soil, heir specialties being gardening and ruit-growing. They are all young, eduted men, and decline to work out for by wages, prefering to use all their time in study of American ways of doing bings, and I find them immensely aptitudents.

"A colony having already been established in Texas, Mr. Sakai came to Florda to investigate in Lecember, 1903, and fier visiting other parts of the State, ame here with a letter of introduction from Mr. J. E. Ingraham, third vice-president, in charge of the land department of the Florida East Coast Railway. After a pretty thorough examination of the large areas of prairie lands along the Hillsboro river, just west of here, he decided that it was about what he was looking for and arranged at once with the Florida East Coast Railway Co., through Mr. Ingraham, for as much land as he would want.

"They propose to plant extensively the crops which have proven a success with as, meanwhile experimenting with plants and seeds brought from Japan, but with the exception of rice and later on, perhaps, tea, my command of their language is too limited to allow me to name the others, though I see some of it growing.

"Ten of them came from the adjoining provinces of Tajino, Taugo and Tamba, and two from Harima, all on the north side of Japan near Kyoto, and the others from Zumo, 150 miles farther west, all on Nippon. Their experience is based on agricultural college study with field practice and they belong to the educated classes in Japan. Since they have been here, about one month, they have cleared up some 15 or 20 acres of muck and prairie land, made seed beds and all the many preparations for a vegetable farm of from 30 to 40 acres. They have also prepared good living rooms, including specially bath arrangements, kitchen and storehouse for supplies, stables, etc. They are well pleased and have no doubt of the success of the farming ventures that they came here to try.

"They have contracted for a considerable body of land, but I am not at liberty at this time to give particulars of their negotiations in this direction. "I am advised by Mr. Sakai that the extent of Japanese immigration will depend on the report made by this contingent from year to year, and if reasonably successful will amount to hundreds, perhaps thousands, in the course of time, but there will be no rush, as only a limited number of students will come each year, accompanied or followed by those less skilled and experienced.

"The colony here will build houses after the present crop is over, one for each family, and will then bring their wives and children. These houses will not be temporary shacks, but neat and sub-

stantial homes, provided with lights, water and all modern farmhouse conveniences."

The interview with Mr. Shimizu and Captain Rickards tell their own story and comment is unnecessary. The immigration question from the standpoint of the agricultural South is one of such importance and has recently been so much discussed that the significance of the interest being taken in this section by so desirable a people as the trained and educated classes of Japanese furners will readily suggest the advantage of encouraging their coming.

INDUSTRIAL EDUCATION IN GERMANY.

bearing the above title has just been published by the Department of Commerce and Labor. They were edited by a gentleman formerly connected with the United consular service and later with the University of Wisconsin, under the direction of Hon. O. P. Austin, chief of the Bureau of Statistics. They have gone or are to go into all the leading libraries, boards of trade, chambers of commerce, colleges and universities at home and to many abroad. They began with a bird's-eye view of German education, laying particular stress upon the part played therein by industrial, industrial art, commercial and technical education. They paint an almost perfect picture of the entire educational system of the empire from the lowest continuation and trade schools, the basis of all, to the technical high schools, its crown. Mr. Meyer deals with general types rather than with specific forms. In this he shows excellent judgment. Thus he is able to help those wishing to adopt much that is best in the German by suggesting ideas of its adaptability. primary and to a large extent the secondary schools are classified according to the financial possibilities of the people. Perhaps it is best that it is so. The reports point out the fact that the teachers in the lowest and humblest schools get exactly the same training as do those who teach in the highest. The tenth year of a child's life in Germany is taken as its turning point. If poor, the boy or girl goes to a primary school, in which he or she is carefully fitted for the station of life into which he or she is likely to be called. If the boy is to go upward into the higher ranks of life he leaves the common or Volks-school for a gymnasium, corresponding to our classical school, or to a real gymnasium equal to our scientific school.

The courses in the higher lines of education extend over six or nine years. Here wealth or worldly possession comes in again to decide or to help to decide the child's destiny. If in moderate circumstances the boy or girl will be likely to go in for six years, if rich for nine.

Among the best schools described are continuation (Fortbildungschule) schools. These are held in the afternoon or evenings and must be attended by boys and girls between 14 and 18, or by students who have finished with common day-school courses. Employes rather than parents are held responsible for the attendance of the boys and girls in their employ at the classes of these schools. The object of these schools is to help in preparing the scholars for their life-work. It would take too much time and space here to do more than suggest the above In the reports they are dealt with in de-

Thus then the primary plus the continuation school constitutes all that the empire offers to a large part of the vast mass of its millions. But what a splen-

did system it is only those who read every line of Mr. Meyer's reports will be able to understand.

The rich man's child, or even the boy or girl belonging to families in moderate circumstances, goes to a classical or scientific school in the beginning of its 11th year. The former are for those lestined to be doctors, lawyers, clergymen, etc.; the latter are for chemists, engineers of all kinds, business managers, architects, etc. It is interesting to note in this connection that the Kaiser has caused Charlottenburg, the crowning glory of the empire's technical schools, to be lifted up to heights once occupied only by the great universities of Heidelberg, Bonn, Berlin, etc., the great seats of classical learning. He bestowed upon Charlottenburg the right to grant degrees. The classical schools of the empire are too well known to need more than a word. Their fame has gone out into all parts of the world. The student of the East, the West, the North and the South, in all lands, looks to Berlin, Bonn, Heidelberg, Leipzig, etc., as to a mecca of learning, The scientific schools are the ones to which Mr. Meyer devotes the most of his attention. He tells us that these schools have won their way under the smiles of Bismarek and the Emperor, both of whom had begun many years ago to see their value, against the bitterest kind of opposition on the part of the universities. Today they offer excellent opportunities for a broad, practical, technical education. The business man's boy, son and assistant, is a graduate therefrom. These schools, Mr. Meyer is careful to say, are not intended to be industrial schools in the strict sense, although there are such in all the large cities in the empire. Their prerogative is to prepare boys for the beginning of a business or industrial career. In them they get the fundamental factors If they are to specialize they go to a factory or a technical school devoted to the particular trade. It is possible that much of this was known, but as pointed out by Mr. Meyer it brings the whole sys tem of secondary education so pertinently before his readers as to require little labor in grasping the minutest details.

Mr. Meyer deals more or less with the much-mooted problem of the education of women. He says that commercial schools for women were opened in Germany as far back as 1860. Stuttgart, Munich, Leipzig and Berlin were the cities that Today there are schools for began. women everywhere. These teach sewing, tailoring, cutting, designing, etc.; in fact, all the useful branches that come up in the life of women, whether in the home or factory. The success of the Lette unions led to others. The influence of all this on the empire's economic conditions, on its industrial, social and moral life is enormous. Mr. Meyer only suggests this. The details he leaves to others in later work along this line. The picture he paints of the empire's secondary educahts.

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as any under any political system on earth. The language, always earnest, is never exaggerated or extravagant.

To this division of his subject Mr. Meyer devotes enough space to give one a good idea of just what the boy gets who is to enter the ranks of law, medicine or theology after graduation from the classical schools or who is to enter the many fields of engineering, industrial enterprise, commerce or even higher agriculture after six or nine years in the scientific schools. It is only after the perusal of these pages, weighted as they are with wisdom and suggestion, that one ceases to wonder at the empire's progress since 1860 or 1879. It all reads like romance. Recent reports from Consul-General Mason, our consul-general at Berlin, go to confirm and to emphasize every word in Mr. Meyer's book.

HAS AN UPWARD TENDENCY.

Conditions in the Iron Market in the Birmingham District. [Special Cor. Manufacturers' Record.]

Birmingham, Ala., March 6. The iron market was quoted in last let ter as having a stronger tone and an upward tendency. Results the past week have confirmed the diagnosis. There were a few sales on the basis of No. 2 foundry at \$13.50, and on up to basis of \$14. In some cases the concession of minimum price was recouped by the smaller price difference between grades. There was a noticeably increased inquiry from the buyers of moderate lots, and transactions resulting showed an improvement in the volume of completed business. Some large buyers were in the market, but failed to satisfy their full requirements. But they did not go away empty-handed. Where price was agreed upon they secured a pro rata share of sellers' offerings. But orders underwent a shearing before being ac cepted. In one instance there was a persistent insistence for a round lot on the basis of \$13.50 for No. 2 foundry. When the negotiations were finally concluded 1000 tons of No. 2 foundry had changed hands on the basis of \$13.95 and 1000 tons of No. 1 foundry at \$14.45. The seller of this lot sold the preceding week on basis

of \$13,50. Buyers who failed to recognize the strength of the market are now coming in and finding it a very difficult matter to wring any concession from sellers in the way of a favored price. The largest individual order reported was for 4000 tons, which was accepted at varying prices from \$13.50 to \$14 for No. 2 foundry. Some of it, in delivery, was for the third quarter. Transactions for this delivery are on a gradual increase, but except where buyers will pay a premium over current values they are discouraged. But when orders are tendered involving both the first half and the third quarter the spirit of accommodation enters a plea in favor of their acceptance in entirety, and the plea some times falls on heeding ears. These transactions are not always reported. There was a good mail-order trade for moderate and small amounts that were generally filled on the basis of \$14 for No. 2 foundry. And on that basis the market is now nearer a uniform price than has been the case for some time back. There were sales of small amount of white iron at both \$12.25 and 12.75. There were sales of No. 3 foundry at \$13.25, and some of gray forge at \$13. No. 4 foundry is about the same price. The most of the business concluded was for lots from 1000 tons down to car lots. To illustrate the character of the business (in volume) it can be stated that the Sloss-Sheffield sales for the month of February just closed amounted to 60,000 tons. To keep their trade going they have been compelled to draw on their reserve supply which they had vate system of telephone exchange, con- test well on one of its leases in this county. Incorporators of the new company.

stored for an emergency demand. Unless they put their foot down firmly and refuse new business, what little they now have in reserve will melt away like dew in the morning sun, and stock available in furnace vards unsold will be at the zero point. There is some springing up in the demand for warrant iron, and there have been a few transactions. The largest one ported was for 1000 tons, and the price was \$13.50, basis of No. 2 foundry.

The coal and coke situation remains practically unchanged. The former could readily be placed at \$4, and for lots in hand, sure prompt delivery, it is hazarding but little to say that that price could be sprung. The great scarcity, more than the price, is the great worry. Coal has had some let-up, but affairs in that line are far from having reached their normal condition. The minimum price for run of the mines for acceptable seams of coal is \$1.50, and in certain cases there is an advance over these figures.

The Chattanooga Furnace Co., lately sold, was purchased by C. E. Bueck, president of the Trussville Company, and his associates, and will be put in first-class condition soon as possible, and will be operated by the new owners. The new company will be capitalized at \$225,000, and it will be July before it can go into commission as an iron producer. For raw material the new company will obtain supplies from properties controlled by Bueck and his associates. The capacity of the furnace will, when completed, be 150 tons daily. It will be thoroughly overhauled. There has been no improvement in furnace conditions. We are jogging along trying to improve them under circumstances at the moment not very encouraging.

The report concerning the earnings of the State convicts hired out to various interests shows gratifying results. The earnings paid into the State treasury from March, 1901, to March, 1905, were \$812. 151, and from November, 1904, to March, 1905, about \$200,000. These represent net results.

The Jefferson Construction Co. has been incorporated and capitalized at \$125,000. The incorporators represent those intersted in the other skyscrapers here, and the capital will be increased as circumstances demand. The hotel is to be completed by the advent of another spring.

At a meeting of the stockholders of the Dimmick Pipe Works an increase of the capital to \$500,000 was confirmed, and this, in turn, will be further increased as necessity warrants. They report a picking up in business since the advent of better weather, and quote pipe at \$25 for four and six-inch and at \$24 for the larger Improvements contemplated are already under way, and they will be mushed to conclusion without delay.

The United States Pipe Works at its Bessemer plant is inviting bids for improvements it is inaugurating, and which will involve the expenditure of about \$250,000.

The Birmingham Stove & Foundry Co. vas incorporated and capitalized at \$25. 000. J. B. Gibson is president; H. D. Mauss, vice-president, and J. M. Jolley, treasurer. It will swallow up the old Mauss plant and absorb its business.

The Brownlie Realty Co. was incorporated and capitalized at \$25,000, with H. M. Brownlie, president, and Helen E. Bennett, secretary.

A new bank is in process of organization with a capital of \$100,000. It will be on the order of a savings bank, and will be ready for business by the first of May. It will be controlled by the younger element of the business community.

In keeping with the march of progress, the L. & N. R. R. has inaugurated a pri-

necting its freight, private offices, telegraph agencies and union depot. It will commence with about 30 miles of wire, and add to it as convenience and necessity prompt. Some time ago these letters men tioned that the boring for oil in South Alabama gave evidence of being crowned with success, and it can be now stated that the well has been bored to the depth of 1600 feet. An interruption has followed accident to machinery, but your correspondent has been shown letters from the experts in charge of the boring of the st encouraging character. The wells will be bored to a depth of 2000 feet unless they develop a gusher at a less depth. J. M. K.

Kentucky-Tennessee Oil Field.

[Special Cor. Manufacturers' Record.]
Barbourville, Ky., March 6.

The pleasant weather of the past few weeks has had a good effect on oil opera tions in the fields of Kentucky and Tennessee, and results show up better. Many rigs that have been idle on account of the bad weather are once more in operation, and the production of the field is increas ing at a gratifying rate.

During the past few weeks some new capital has entered the field, although the low price of oil is keeping numerous oper ators from beginning work. A company composed of New York capitalists has been organized to operate in Adair county. a wildcat territory, and a company composed of Kentucky and Tennessee capitalists will prospect in territory around Nashville, Tenn. New York people are beginning initial work in Morgan county, Kentucky, and will thoroughly prospect in the deep-sand region of upper Kentucky. In the older fields work is being confined to boundaries fixed by previous drilling.

During the month of February there were 35 strikes in the established fields, while the production amounted to 80,000 barrels. The lower fields of Kentucky at tracted the greatest interest, and regisered three-fourths of the total production The Tennessee developments came in for little attention, and there was but one completion in that State during the month. The Standard Oil Co. made a strike in that State last week.

A pipe line has been extended to the Poplar Cove region of Fentress county. Tennessee, and in that territory considerable work will be carried on during the spring and summer. That is now the most promising of any Tennessee development, and the pipe-line record is expected to show a good production.

The condition of the oil market is now being watched with much interest. In view of the Kansas situation prices in the other fields are expected to advance, but no raise has yet come to the Kentucky and Tennessee grades. The lighter product now commands 80 cents per barrel. while 53 cents is paid for the heavier article. Last winter oil sold at \$1.35 per W. S. HIDSON.

Southwestern Oil Fields.

The Oil Investors' Journal of Beauont. Texas, credits the different fields with the following production per day at the end of February: Batson, 10,000; Sour Lake, 7800; Humble, 87,755; Saratoga, 11,100; Spindletop, 4700; Jennings La., 42,853.

Testing for Oil in Tennessee.

Editor Manufacturers' Record:

The Tennessee Petroleum Co. (Inc.) has leased 10,000 acres of land in this vicinity, and expects to sink several test wells on these leases this season. Greasy Cove Gas & Oil Co. is drilling a It is down about 500 feet, and there is considerable oil seeping into the well. The indications are strong for a good producer. The Greasy Cove Gas & Oil Co. now owns about 5000 acres of leased lands, and has closed a contract with a prominent lease-taker for 10,000 acres more. A prominent Chattanooga manufacturer has secured a fine block of oil leases, and intends to drill in a test well soon. All lines of business are active, and much building will be done in Winchester this season-much more than ever before in its history. Many Northern people are locating in this county. T. D. Johns.

Winchester, Tenn.

Rebuilding of Yazoo City.

[Special Cor. Manufacturers' Record.] Yazoo City, Miss., March 4.

The famous fertile Yazoo-Mississippi Delta is attracting capitalists and farmers from all over the country. The agricultural and climatic conditions in this facored section are such as to appeal to the farmer who in other sections is compelled to cultivate three or four times the area to obtain the same results. Not only are plantations in demand, but the shrewd investor is beginning to appreciate the possibilities of the many enterprising and growing towns which are located in the Delta. Manufactories of all description are being established, and those which are in operation are invariably remunerative investments.

As an instance of the stability and enterprise of these Delta towns may be cited the case of Yazoo City, Miss. On the 25th of May, 1904, this city was visited by a fire which practically wiped it from the map. Over 100 business buildings and nearly double as many residences were destroyed. Before the ashes were cold the rebuilding of the city was commenced and was prosecuted with such vigor that before fall the city was in position to handle the enormous business incidental to the marketing of such a cotton crop as Yazoo City receives.

Instead of beings prostrated by this terrible calamity the city accepted it most philosophically, and the idea rather generally prevails that the fiery visitation will prove a blessing, although it was thoroughly disguised when sent. Nearly all of the burned structures have been replaced with beautiful modern buildings, the streets have been made wider, and the city presents a thoroughly up-to-date appearance. The assessed valuation of Yazoo City has increased nearly \$1,000,000 since the fire, and the population is also increas ing rapidly. This undelayed rebuilding of a practically destroyed city attests the confidence which the citizens and business men feel in the future of the Delta, and all other indications from that section are of a nature to strengthen the feeling.

Iron Furnace for Chattanooga.

Arrangements have been completed for the construction of an iron furnace at Chattanooga, Tenn. The plant will be wned and operated by the Chattanooga Blast Furnace Co., which has just been incorporated with a capital stock of \$225,-000. This company has purchased and will completely rebuild the old Chattaooga furnace at the foot of Camero Hill, in the suburbs of the city. It will contract for many improvements, including skip-hoist, n. a Jors, new blowing engine and a complete modern system of bins for storing raw material. John Dowling of Battelle, Ala., has been appointed in charge of construction, and will be superintendent of the furnace. capacity will be 120 tons of pig. Messrs. C. E. Buck, G. N. Henson, S. M. Chambliss, John Dowling and H. Bond are the

Car Plant for South.

During the past several weeks a num her of reports have been current relative to the American Car & Foundry Co. as seeking site for the establishment of a carmanufacturing plant in the South. The MANUFACTURERS' RECORD has received authoritative advices regarding this project. The facts are that the company has always been favorably inclined to the construction of a car plant in the South, and after all the localities that would be considered have been examined and their advantages investigated such action will be taken as is deemed for the best interests of the com-The proposal has not assumed definite shape as yet, and when a final decision has been reached proper announce ments will appear. The company's executive offices are in the Lincoln Trust Building, St. Louis.

To Represent Manufacturers.

An experienced salesman advises the MANUFACTURERS' RECORD that he is desirous of representing some prominent manufacturing enterprise-railway material preferably -- in the South, with headquarters at Atlanta, Ga. He has had considerable experience with manufacturers now well known throughout this country, and can refer to them regarding his abilities, as well as to prominent New York engineering firm and the general managers of two of the largest street railway and light ing companies in the South and Southwest. Manufacturers who wish to correspond regarding representation by the salesman referred to are invited to address "Salesman," care of the MANUFACTURERS' RECORD, and their letters will be forwarded.

Organization Wants Secretary.

The Commercial and Manufacturers' Association of Paducah, Ky., writes the MANUFACTURERS' RECORD that it wants to engage a secretary for the organisation. Only an energetic, progressive and enterprising man will be given consideration. Address A. J. Decker, president.

The Cotton-Outlook Supplement.

[Wilmington (N. C.) Star.]

Subsequent to the action of the convention of cotton-growers, merchants and bankers of the South held at New Orleans, at which it was recommended that cotton acreage and fertilizers be reduced this year, the MANUFACTURERS' RECORD undertook scertain how effective these recom mendations would be throughout the cotton belt. As a matter of course it was conceded that if the plans of the New Orleans convention were adhered to generally the result would be bound to at least prevent disaster to the cotton industry of the South, if it really did not accomplish the aim of cotton-growers to get at least 10 cents for their cotton. In order to ascertain whether the sentiment in the cotton belt sustained the action of the New Orleans convention, the MANUFACTURERS' RECORD sent out to Southern bankers a circular-letter. • • • In a "Southern Cotton Prospect Supplement" our enterprising Baltimore contemporary has been publishing hundreds of replies from all ver the cotton States. The responses indicate a singleness of purpose everywhere to follow the plan agreed upon at New Orleans. • • • The efforts of the MANUFACTURERS' RECORD along this line indicate the progressiveness of that able journal. The scope of its "Prospect Supplement" was masterful, and its scheme has been thoroughly and satisfactorily carried out under able management. We have been furnished a comprehensive insight into the effectiveness of the cotton movement, and it is rather singular that some

of the great Southern dailies have allowed the South's great industrial paper to scoop them on a stroke of enterpris

[Atlanta Constitution.]

That authoritative review of Southern material conditions, the MANUFACTURERS RECORD of Baltimore, recently sent out ore than 2000 circular-letters to the bankers in the Southern States, asking for their views on the whole cotton situation in their respective localities. The questions propounded for answer covered the material points as to prospective acreage reduction the coming spring, the extent of the holding movement locally and the ability of the holders to hold until the new crop is made, the reduced purchase of guano, and the intention to practice diversification this season, etc.

More than 1000 replies had been received up to the time the MANUFACTUR-ERS' RECORD went to press, the majority of which are given to the readers of that publication in the form of a "Southern Cotton Prospect Supplement" of imposing bulk. In an editorial synopsis of this important correspondence, with which it is prefaced, the MANUFACTURERS' RECORD finds that, generally speaking, the holding novement presents few points of weak ness, since the great bulk of the unsold bales is in the hands of the larger planters and merchants, who are financially able to carry it indefinitely: that "estimates of reduction of acreage range, according to different localities, from 10 per cent. to 50 per cent., in a few instances farmers quitting cotton altogether;" that "reduction in acreage promises to be accompanied in great measure by reduction in fertilizers," and that "all along the line preparations are under way for a 'hog-and-hominy' career and for 'living at home and boarding at the same place,' to say nothing of permanent occupation in the growing of other crops than cotton."

This is most encouraging, and will tend to strengthen the hands of the cottongrowers in their heroic struggle for economic liberation. * * * So much for existing conditions and future prospects as impartially and reliably reviewed by the greatest journalistic industrial authority in the South, after a systematic canvass of the most conservative opinion possible to be obtained-the opinion of local Southern banks based on actual financial dealings and intimate personal observations made necessary by such business relations with the Southern farmers.

Surely, redundant as was the cotton crop of 1904, no dispassionate student of the present situation will be able to see wherein it has wrought harm to Southern prosperity, but, on the contrary, he must conclude that in the end it will be made to contribute most decidedly to Southern prosperity. There have been and will yet be temporary inconveniences and sacrifices, of course, but the fact remains that fully \$500,000,000 has been paid for the wo-thirds of the cotton crop already sold, and the remaining one-third will sooner or later bring \$225,000,000 more if sold at the minimum price of 10 cents, for which it is being held. With an unusually short crop to be grown this year-a crop of probably not to exceed 9,000,000 balesmuch of this residue ought to bring above 10 cents, and the Constitution feels safe in hazarding the prediction that when the last bale of the 1904 crop is sold it will be found to have yielded the producers in numbers \$750,000,000 - nearly \$150,000,000 more than was received for the abnormally high-priced crop of 1903, and more than \$250,000,000 more than was ever before the Sully year received for a single crop of American cotton!

In the last week in February 3,760,000 cigars were shipped from Tampa, Fla.,

TEXTILES

[A complete record of new textile enters in the South will be found in the Construction Department.]

Athens' Linen Mill.

Last week the MANUFACTURERS' RECord announced that W. T. Bryan and his associates of the Southern Manufacturing Co. at Athens, Ga., had decided to establish a linen mill. Contract for the erection of the necessary building has been awarded to T. J. Nichols and is to be completed by April 15. Contract has also been awarded for the installation of the carding, spinning and weaving machinery needed. The mill's capacity will he 10,000 pounds of goods per week. Mr. Bryan and his associates will soon apply for charter of incorporation for this en terprise, capital stock to be \$250,000.

Beatrice Cotton Mills.

The stockholders of the Beatrice Cotton Mills, reported last week as incorporated at Meridian, Miss., have organized and elected officers. M. Winner is president: C. P. Weatherbee, first vice-president James K. Chote, second vice-president; Louis Cohen, third vice-president; T. E. Rivers, secretary; H. G. Meyer, treasurer, and Louis Cohen, general manager. They and a number of others are the directors for the first year. Contract for the erec tion of buildings is expected to be awarded in the near future; these and the textile machinery will cost \$400,000. Details as to equipment not stated as yet.

Woodstock Mill to Enlarge.

The Woodstock Cotton Mills of Anniston. Ala., will enlarge its plant and increase to 10,000 spindles, contracts having en awarded. Contract for erecting the additional mill building-a one-story brick structure 50x100 feet-has been awarded to Thomas Wolsoncroft, and the contractor is required to complete same within 60 These additions will provide the space for several thousand spindles and looms, which machinery has been ordered and will be installed. The company inreased its capital stock from \$100,000 to \$250,000 some months ago for the purpose of making improvements.

The Bonham Mill Enlargement.

The Bonham Cotton Mills of Bonham, Texas, has begun the erection of an additional building 60x100 feet in size, which will permit the company to install the 5000 spindles and 150 looms noted in January as to be installed. About \$75,-000 is to be expended for the improvements indicated. Contract for the new machinery was awarded recently to the Lowell Machine Shop of Lowell, Mass.

To Double Moultrie Mill.

It is stated that the Moultrie Cotton Mills of Moultrie, Ga., will double its plant, now operating 5000 spindles and 280 looms, and running day and night. The company has, it is reported, practically made all the necessary contracts, and the erection of an additional building will be begun at once. About a year ago the company increased its capital stock from \$100,000 to \$175,000.

Textile Notes.

Messrs. A. W. Huntley, M. J. Boling, J. E. Gunter and others of Merry Oaks, N. C., have incorporated the Merry Oaks Hosiery Co. for knitting hosiery.

It is reported that Edmund M. McLean of Savannah, Ga., will establish in Columbus, Ga., a plant for the manufacture of fine madras shirting and other products of that character.

Messrs. W. J. Nally, H. W. Nally and the total since January 1 being 22,085,000. J. N. Weeres of Villa Rica, Ga., have in- through Punta Gorda, Fla.

corporated the Golden City Cotton Mill Co. with capital stock of \$60,000 for the purpose of manufacturing cotton goods.

The Georgia Manufacturing Co., Whitehall Ga., has awarded contract for the installation of machinery to double its plant of 12,000 ring spindles and 5568 twisting spindles. An additional building is now in course of erection.

The Lafayette (Ga.) Cotton Mills has warded contract to the Lowell (Mass.) Machine Shop for additional carding, spinning and weaving machinery to fill the mill building. The company has been operating 5000 spindles and 160 looms.

QUOTATIONS OF COTTON YARNS.

By Paulson, Linkroum & Co., New York, Philadelphia and Chicago.

March 7.				
No. 10s-1 and 12s-1 warps	141/2@-			
No. 14s-1 warps	15 @-			
No. 16s-1 warps	1514@-			
No. 20s-1 warps	16 @-			
No. 22s-1 warps	16% 20-			
No. 26s-1 warps	17 @-			
No. 6s to 10s yarn	14 @141/2			
No. 12s-1	14%@-			
No. 14s-1	15 @-			
No. 16s-1	151/4@—			
No. 20s-1	16 0-			
No. 22s-1	16% @ -			
No. 26s-1	17 @-			
No. 8s-2 ply soft yarn	15 @-			
No. 10s-2 ply soft yarn	15 @ 15%			
No. 8s-2 ply hard	141/2 @ —			
	14%@15			
No. 12s-2 ply	15 4			
No. 148-2 ply	151/2 7 -			
No. 16s-2 ply	16 @-			
No. 20s-2 ply	16% 0-			
	171/2@-			
No. 268-2 ply	18 @-			
No. 30s-2 ply yarn	19 @-			
No. 40u-2 ply	23 (2-			
	14%@—			
	161/2@17			
No. 24s-2 ply chain warps				
No. 26s-2 ply chain warps	181/2 @ —			
	1914@20			
	16 @-			
	161/2@—			
No. 26s-3 ply	18 @-			

Wants Hydraulic Rams.

Eugenio Senbla, Aguascalientes, Mexico, writes to the MANUFACTURERS' REC-ORD as follows

"I should like to know to what manufacturers in your country I must address myself in order to obtain hydraulic rams for raising large quantities of water to supply cities. The motor must be automatic and large enough to insure an actual result of 70 liters of water per secone through a height of 30 meters, the head being nine meters. I should like to know what dimensions must be given to the inlet and what to the outlet in relation to the body of the ram and the capacity of the air chamber. I should like also to know the names of manufacturers of castiron tubing from .5 to 1 meter in diameter. the weight per linear meter of each kind of pipe and the price per ton of 1015 kilo-

For American Novelties.

The New Lines Introduction Co., No. 44 Adelaide Road, West Ealing, London, W., England, writes to the MANUFACTURERS' RECORD that it desires to represent as sole agent in the United Kingdom American manufacturers of household novelties, and is especially desirous to get into communication with a manufacturer of cheap hand wagons for coal merchants, green grocers, etc., to be exported at from \$4 to \$10 f. o. b. New York, according to size and make. The company is also inquiring about an American pottery manufacturer who would make on the spot to save shipping charges a foot-warmer which it handles.

O. Danner, No. 52 Faubourg Poissonnier. Paris, writes to the MANUFACTURERS' RECORD that while he has heretofore been interested in hardware and household goods, he is now undertaking to handle dishwashing machines, meat-cutting machines and the like, for which he has extended relations in France and other continental countries.

During February 6695 tons of Peace river phosphate rock were shipped

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

TIDEWATER ASKS BIDS.

Preparations to Begin Construction of New Conl Road Across Virginia.

The Tidewater Railway Co. is preparing to build its line to Norfolk, Va. It is now advertising for bids in April, as will be seen by a notice in another column of the MANUFACTURERS' RECORD, for the grading and masonry of 100 miles of line westward from Sewall's Point, near Norfolk. This work will be under the charge of C. P. Howard, chief engineer at Beckley, W. Va., and B. T. Elmore, assistant chief engineer at Roanoke, Va., who can furnish information about the conditions surrounding the proposed construction, which is to be let in 20 sections, each five miles long.

The city council of Norfolk has passed and the mayor has signed the ordinance appropriating \$95,000 to purchase right of way 100 feet wide and 13 miles long, which the city of Norfolk will present to the railway company in consequence of the decision to make its export terminal at that point. It is said that the right of way may not, after all, cost as much as expected, and if that prove to be the case, the unexpended balance will be returned to the city treasury.

The plan of the Tidewater Railway Co. is to continue its line westward via Roanoke, Va., to a connection with the Deepwater Railway of West Virginia. which is now approaching completion. Together, these lines will form a coalcarrying railroad from the Kanawha river to the Chesapeake bay.

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HOUSTON TO GALVESTON.

Two Companies Now in the Field to Build Electric Railways.

The Houston-Galveston Electric Railway Co. has filed its charter at Austin, Texas, to build a line from Houston to Galveston, 54 miles. The incorporators are Frank P. Read, William Johnston, Rolla M. Johnston, George L. Horton and A. D. Trotter, all of Houston, which is to be the headquarters of the company, that will have a capital of \$1,350,000.

According to a report from Houston, the incorporators are also directors of the road, and they are all connected with the firm of Johnston & Read, who are building the extension of the St. Louis, Brownsville & Mexico Railway from Robstown to Bay City. The survey for the proposed interurban road will, it is said, be immediately begun by David M. Duller, civil engineer.

Rolla M. Johnston, one of the directors, is reported as saying that capital has been provided to build the line, and no time will be lost in constructing it. A direct route will be adopted. Application for franchises in the two cities will be made as soon as the right of way is determined upon.

The incorporation of this company makes two propositions for building an electric railway from Houston to Galveston. The Houston-Galveston Interurban Railway Co. was incorporated last May to build a line, the directors being James R. Patton of Kansas City, Mo.; Charles D. Graham of Fairview, Kan.: T. W. Allen of Greenup, Ill.; Walter Gresham of Galveston, Texas; W. E. Scott, W. B. Slosson, A. C. Albott and J. E. Lafferty, all of Houston, Texas. The officers are W. B. Scott, president: O. M. Whitcomb, first vice-president; J. E. Lafferty, second vicepresident, and W. D. Slosson, secretary.

This company will, it is reported, soon begin active construction of its line, engineers being now in the field.

COAL RIVER & WESTERN.

Chesapeake & Ohio Reported to Have Bought It With Fuel Territory.

The Coal River & Western Railway, acording to dispatches from Charleston, W. Va., has been purchased by the Chesapeake & Ohio Railway Co. This road extends from St. Albans, W. Va., to Holley, W. Va., on Fork creek, 18 miles. Senator W. C. Sproul of Chester, Pa., is president; T. S. Clark is treasurer at Charleston, and C. K. McDermott is general superintendent at St. Albans. The road was built by Gen. C. C. Watts of Charleston, Col. A. J. Lynch of Canton, Ohio, and others, but control of the line was bought last year by Senator Sproul and associates. The road reaches fine coal fields, and it is reported that the Chesapeake & Ohio will build branches to connect it with its lines at Logan Court House and on Cabin creek. The deal is said to include thousands of acres of coal land, besides timber tracts.

The deal between Senator Sproul and the Chesapeake & Ohio is said to have been concluded through Chilton, MacCorkle & Chilton, attorneys, of Charleston, and in this connection it is interesting to note that in January the Coal River Railway was chartered by A. D. MacCorkle, Henry G. O. Chilton, M. M. Williamson and Samuel Stephenson to build a line from Point Pleasant, W. Va., to St. Albans and Coal River, and thence to Bramwell, W. Va. Such a line would evidently take in the Coal River & Western Railroad, and would cross the State from Point Pleasant, on the Ohio river, to Bramwell, on the Norfolk & Western Railway in Merer county, not far from the Virginia line. Whether this franchise is also acquired by the Chesapeake & Ohio does not appear in the reports from Charleston.

ROWLESBURG TO DURBIN.

Plan of the West Virginia, Pittsburg Atlantic Railroad, Just Chartered.

Concerning the West Virginia, Pittsburg & Atlantic Railroad, recently chartered for a line from Rowlesburg, W. Va., to Durbin, W. Va., a report from Morgantown, in that State, says that the company will include the Dry Fork Railroad, which is 32 miles long from Hendricks to Horton, W. Va. The distance from Rowlesburg to Hendricks up the valley of the Cheat river is about 30 miles, and the distance from Horton to Durbin is about the same.

Including the Dry Fork Railroad, the building of these two extensions, one from each terminal, would make a route approximately 100 miles long from Rowlesburg to Durbin, although if an air line were possible, which it is not, on account of the mountainous character of the country, a line about 60 miles long could be obtained. The incorporators of the new company include Mr. R. F. Whitmer, president of the Dry Fork Railroad, 208 Girard Building, Philadelphia, Pa.; A. J. Armstrong, vice-president, Bayard, W. Va.: C. W. Mosser, general manager, and F. E. Mower, auditor, both of Hendricks, W. Va., besides E. D. Baker of Beverly, W. Va.

The building of this road would provide a line from Rowlesburg to Parsons, W. Va., where none now exists, but the three miles from Parsons to Hendricks is covered by the West Virginia Central. It will also give a line through a new country from Horton to Durbin, the latter point being a terminal of both the West Virginia Central and the Chesapeake & Ohio railways.

No Deal Made.

Mr. R. H. Baker, vice-president and general manager of the Trinity & Brazos

concerning a recent press report which quoted Mr. Jeff N. Miller, vice-president and general manager of the St. Louis, Brownsville & Mexico Railway, as saying that his company had purchased the firstnamed road.

Mr. Baker in his letter says that no uch sale has been made, and that Mr. Miller tells him that the interview was made out of the whole cloth, and that he was not responsible for it.

In addition to this denial from Mr. Baker, a late press report from Houston, Texas, quotes Mr. Miller as making an emphatic denial that he had ever given an interview saying that his company had purchased the Trinity & Brazos Valley line.

Gulf & Ship Island Extension.

Fisk & Robinson's monthly bulletin says concerning the Gulf & Ship Island Railroad that work is being actively prosecuted on the 27 miles of line to be constructed between the termini of the Silver Creek and Columbia branches. In addition to opening up a new section of country hitherto without railroad facilities, this additional mileage will complete an alternative route for the Gulf & Ship Island between Mendenhall and Maxie, on the main line, a distance of about 100 miles, and will, it is said, permit the handling of an increased volume of freight at a lower cost per ton mile. The company's statement for January shows gross earnings \$146,501, an increase over the same month last year, and for the seven months ended January 31 gross earnings of \$1,092,652, also an increase over the corresponding period of the previous year.

A Nine-Mile Extension.

Mr. M. W. Bahn, vice-president and general manager of the Stewartstown Railroad, writes from York, Pa., to the MANUFACTURERS' RECORD that the construction of the New Park & Fawn Grove Railroad is practically an extension of the present Stewartstown Railroad. proposed route runs near Norrisville, Md., and New Park, Pa., to Fawn Grove, Pa., nine miles, all in Pennsylvania. The company will be incorporated at \$90,000, and the line will cost about \$7000 per mile. The road will be operated by the Stewartstown Railroad Co., whose line connects with the Northern Central at New Freedom. The route will shortly be resur veyed and rights of way obtained. In the meantime subscribtions to stock are taken. and if efforts meet with predicted success construction will begin in the early spring.

Poor's Railroad Manual Appendix.

A special edition of Poor's Railroad Manual Appendix, dated February, 1905, has been issued by Poor's Railroad Manual Co., 68 William street, New York. This little volume is neatly bound in green cloth and contains, besides the ready-reference bond list of the previous edition, a diary of annual meetings of different railroad companies arranged both by months and by days of the week. A table of dividends and dividend periods is also presented. The book is particularly valuable not only to bankers and brokers, but to investors generally. It is neatly printed in good clear type on substantial paper.

Beaumont & Saratoga Line.

Mr. J. F. Keith, president of the Keith Lumber Co., writes from Beaumont, Texas, to the Manufacturers' Record that the line of the Beaumont & Saratoga Transportation Co. will not be extended farther than about eight miles at present. This is built principally for a logging and lumber road, and is only extended as needed, but it is chartered and will re-Valley Railway, writes from Austin, ceive other business that may be offered.

Texas, to the Manufacturers' Record The country is altogether timbered. The company has two locomotives and 20 cars, all that will be needed at present. Mr. J. -H. Broome of Voth, Texas, will act as superintendent and engineer.

May Build Extensively in Texas.

An unconfirmed press report from Denver, Col., quotes Mr. J. M. Herbert, vicepresident and general manager of the Colorado & Southern Railway as saving: "We expect to build 3000 miles of road in Texas, and we will probably buy several thousand miles of track already built. It is our intention to make the Colorado & Southern one of the great railroad systems of the West, and 20 or 30 small roads will be combined with our present lines to accomplish this."

Atlantic & Birmingham.

The Atlantic & Birmingham Railway is reported to have sent engineers to Oglethorpe, Ga., to begin the survey for its proposed extension from Montezuma to Birmingham. Alexander Bonnyman, superintendent, will, it is said, superintend the construction of the new line. The Atlantie & Birmingham Construction Co. has applied for a charter and will build the road, those interested being R. E. Cullinane, W. B. Stovall, F. M. Sisk and S. J. Bradley.

Two Street Railway Deals Reported.

Press dispatches from Memphis, Tenn., and Montgomery, Ala., report two street railway deals as having been closed. The dispatches from Memphis say that the sale of the Memphis Street Railway Co. to Messrs. Ford, Bacon & Davis, engineers, of New York city, has been announced. Dispatches from Montgomery say that a controlling interest in the Montgomery Traction Co. has been sold to Philadelphia capitalists.

Electric Belt Line.

The Pocahontas, Graham & Tazewell Electric Belt Line of Pocahontas, Va., is reported chartered to build an electric railway from Pocahontas to Graham, Tiptop, Tazewell and Dry Fork, and thence book to Pocahontas, altogether about 50 miles. The incorporators are J. S. Browning, president: William Leckie, vice-president; V. L. Sexton, secretary, all of Poca-

Railroad Notes.

The Alabama Great Southern Railway has, it is reported, let a contract for 20,-000 tons of 80-pound steel rails to be delivered early next year.

Mr. A. S. Baldwin, engineer of construction Illinois Central Railroad, writes from Chicago to the MANUFACTURERS' RECORD that surveys have just been started for the proposed reduction of grade between Princeton and Fulton, Ky.

Mr. W. S. Preddy, chief engineer, writes from Anthony, Kan., to the MANUFAC TURERS' RECORD that he is starting the construction on the Kansas, Medicine Vallev & Western Railroad, which is in the market for material and tools of different kinds.

The Rock Island system, it is reported, will soon begin receiving 65 locomotives ordered some time ago for delivery this month, and it is also said to have in an order for 50 additional locomotives, besides 4000 freight cars. Twenty new passenger cars are to be put in service this month.

The Southern Railway Co. announces the following appointments: Mr. J. B. Campbell, commercial agent; Mr. J. N. Templeton, soliciting freight agent, both nt 232 Fourth avenue, Louisville, Ky.; Mr. H. B. Stafford, traveling freight agent, Board of Trade Building, Little Rock, Ark.; Mr. E. H. Craig, traveling freight agent, Sheffield, Ala.

LUMBER

1.A complete record of new mills and building operations in the South will be found in the Construction Department.]

A \$250,000 Wood-Alcohol Plant.

There has been just completed at Hattiesburg, Miss., a plant which is of considerable interest in connection with the lumber industry. This plant has erected and equipped—seven large buildings covering seven acres of landat a cost of approximately \$250,000 by the Lignum Product Co. of Hattiesburg. It will manufacture wood alcohol from the sawdust of the yellow pine saw-mills of the lumber region around Hattiesburg. and there remains a by-product which can he sold for fuel. The wood-alcohol proc ess used is a secret one, and only employes of the company are admitted to the machinery department.

Lumber Notes.

Three lumber firms of Beaumont, Texas, are busy filling orders for lumber and timber aggregating 8,000,000 feet.

A steamship sailed from Port Arthur for Liverpool last week with a cargo of 1,970,084 feet of pine timber, 324,752 feet of pine lumber, 122,000 staves and 4070 feet of ash logs.

The Southern Land & Improvement Co., financed by lumbermen of Detroit and Rochester, is preparing to erect at Sunrise, La., a large mill for the exploitation of 25,000 acres of timber land near Baton Rouge.

St. Louis capitalists have purchased for 8550,000 the property of the Tioga Lumber Co. of Tioga, La., including a saw-mill with daily capacity of 125,000 feet of lumber, 1,000,000 feet of lumber in the yards and 20,000 acres of timber land.

The National Wholesale Lumber Dealers' Association, in session last week at Philadelphia, elected Mr. Lewis Dill of Baltimore, president, and Messrs. Lewis Dill of Baltimore, C. H. Prescott, Jr., Cleveland; George F. Craig, Philadelphia; Frank W. Lawrence, Boston; W. W. Knight, Indiamapolis; A. L. Stone, Pittsburg, and J. B. Wall, Bu Talo, trustees.

The National Box and Box Shook Manufacturers at their annual convention at Baltimore last week elected the following officers: President, B. F. Master, Chicago: vice-presidents, C. Fred Yegge, Cairo, Ill.; John Ames Cook, Marionet, Wis.: Joseph W. Cottrel, Pittsburg: sec retary-treasurer, E. H. Defebaugh, Louis ville, Ky.; directors, B. W. Porter (president), Springfield, Mass.; E. H. Barnes. New York: Rufus D. Goodnow, Baltimore: Charles E. Turner, Warsaw, Wis.; C. T. Williams, Cleveland, Ohio; L. H. Loy, St. Louis; C. M. Howlett, Cambridge, Mass,; Louis Wuichet, San Francisco: F. J. Cress, Pittsburg: August Beck, Milwaukee; S. B. Anderson, Memphis; W. F. Brown, Jersey City.

Joplin Ore.

Shipments from the Joplin, Mo., field during the week ended March 4 were 10,-672,980 pounds of zinc ore and 1,297,599 pounds of lead ore, valued in all at \$290,-490. The total shipments of the nine weeks of the year aggregate 34,933 tons of zinc and 3924 tons of lead, against 38,500 tons of zinc and 5553 tons of lead for the same period of last year—a decrease of 3567 tons of zinc and 430 tons of lead, but the combined value of this year is \$2,032,-190, an increase over last year of \$290,145.

The Northern Central Railway Co. reports for January as compared with the same month of last year gross earnings, increase, \$42,700; expenses, increase, \$42,900; net earnings, decrease, \$200.

MECHANICAL

A Natural-Gas Pumping Plant.

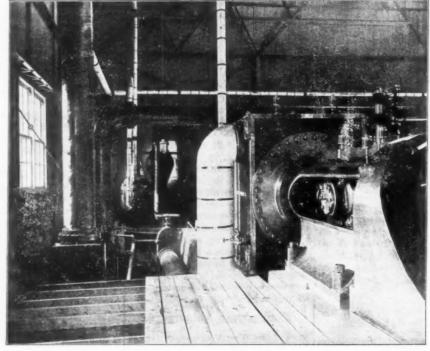
The United States Steel Corporation, at its Homestead, Duquesne and Bessemer plants, consumes about 65,000,000 cubic feet of natural gas every day. This is used exclusively for melting and heating steel in the open-hearth furnaces and heaters and comes directly from gas wells in Pennsylvania and West Virginia through hundreds of miles of pipe, the main lines varying in diameter from 10 to 20 inches.

As gas wells become exhausted the natural pressures are lowered and this means a diminished volume in the pipe lines and pounds per square inch, developing a total of 3000 horse-power in both machines. The steam pressure at high-pressure steam cylinder is 150 pounds; cut-off for above conditions quarter stroke.

Each engine is fitted with a jet condenser, made by the Snow Steam Pump Co. of Buffalo, N. Y., having single steam and air-pump cylinders 18 and 30x24 inches: capacity of each condenser at moderate speed is 35,000 pounds steam per hour.

The frames of the engines are of the heavy-duty type, having footing on the foundation almost the entire length; the fronts of pillow blocks are especially reinferred with heavy ribs finished as ladThe grates are covered with fire-brick so that natural gas can be used as a fuel. Each boiler is fitted with five gas-burners of special design, employing a five-jet of steam to facilitate the proper mixing of the gas and air. Combustion in the furnace is as perfect as can be made, judging from the incandescent appearance and absence of any carbon deposit on bricks or tubes whatever.

The feed water reaches the boilers at 210 degrees F, through a Cochran open feed-water heater, made by the Harrison Safety Boiler Co. of Philadelphia, which takes exhaust steam from all auxiliary pumps, steam cylinders of condensers and electric-light engine, and is also piped for



LOW-PRESSURE SIDE OF COMPRESSOR.

diminished returns on the investment. Additional or larger pipe lines would prolong the supply, but a much less expensive method is resorted to, and that is to again raise the pressure by means of a ras compressor.

The Carnegie Natural Gas Co. (a company of the United States Steel Corporation) has already installed compressor capacity which has an equivalent artificial yield of 100,000,000 cubic feet of natural gas per 24 hours. This capacity is represented by eight compressors in three stations, each station designed for reserve capacity over present requirements, so that the eight machines are not always in use.

The most recent of these plants containing new features and improvements is located near Hundred, W. Va.

The plant consists of two compressors, six boilers and a reservoir dammed for holding an ample supply of condensing water.

The two compressors, built by the Rand Drill Co. of New York, are of the heavy-duty cross-compound design known as "BB-4" and conform to the following general specifications: Size of high-pressure steam cylinders, 32x60 inches; size of low-pressure steam cylinders, 60x60 inches; size of gas cylinders, 21x60 inches;

The equivalent capacity in free gas per 24 hours (or at atmospheric pressure), with intake' pressure of 50 pounds and running at 50 revolutions per minute is 15,000,000 cubic feet for each unit, or 20,000,000 cubic feet for both compressors,

This quantity of gas is discharged into four discharge lines at a pressure of 300 54 inches in diameter by 60 feet high.

ders. Heavy sole plates with deep ribs extend under both steam and gas cylinders. The supports under the crosshead guides and tail guides for coupling nuts extend down to the floor line. This form of construction gives ample strength in every part and insures stability and rigidity under the most severe strains. The total weight of each compressor is 450,000 pounds.

The steam receiver between the high and low pressure cylinders is of the reheating type.

The gas cylinders have poppet inlet and poppet outlet valves of Rand special design, insuring free opening as shown on indicator cards at 55 revolutions per minute. The inlet valves have solid stem and split valve seats to prevent valves from being sucked into the cylinder on account of loosened nuts. Steel guard plates are also used as an additional safeguard for keeping valves out of the cylinders. The gas-cylinder heads are hooded and form a closed inlet passage connecting with the discharge elbow.

At the point where the discharge gas enters the main pipe line the pipe is tapped for an inch pipe: this pipe leads to the compressor-house and to a gaspressure regulator which works in conjunction with the speed governor automatically on the cut-off, therebly reducing the speed below or increasing it up to the normal by means of the pipe pressure.

The boiler plant consists of six 250-horse-power boilers, built by the Cahall Sales Department of Pittsburg, which are set in batteries of two, or 500 horse-power to each battery. Each battery is provided with a self-supporting steel stack 54 inches in diameter by 60 feet high.

ders. Heavy sole plates with deep ribs taking water from hot wells of condens-

Two low-service duplex piston pumps supply a 54,136-gallon tank with circulating water for jackets of gas cylinders; the tank is placed at an elevation of 20 feet, insuring steady gravity flow, and after this water passes through the jackets it is piped to the hot wells. All piping to arm from the feed-water pumps is designed for every possible contingency effecting the use of one or both units in supplying all or any one boiler at will; the supply may be taken direct from the cold-water reservoir or from condenser hot wells or through the feed-water heater.

The water is remarkably free from scale-forming impurities—catch-pans in the heater have not collected up to the present time enough to necessitate their cleaning. The oil from the exhaust steam is eliminated before the steam comes in contact with the water to be heated.

Both buildings are lighted by 100 16-candle-power incandescent lamps. The generator, built by the Westinghouse Electric & Manufacturing Co. of Pittsburg, Pa., a 7½-kilowatt Westinghouse belted-type, compound-wound, 110-volt, 1300 revolutions per minute, is driven by an independent steam engine and located in the boiler-house near the auxiliary pumps.

The switchboard is of marble with open wiring at rear of board; no fuse cut-outs are placed inside of the compressor-house, so as to avoid any possible danger of an explosion.

All steam piping is made of wrought iron and all connections over three inches

in diameter are flanged. The flanges in and expansion joints complete the consteam line of 10 inches and over are of rolled steel and piened to fit; valves and fittings were all tested to 200 pounds per square inch.

The main steam line and header consists of a loop of 12-inch pipe; by means of this arrangement liability to shut down on account of any accident to main steam line is avoided and there is also a lack of vibration in steam line. All bends are of long radius and ample provision is made to take care of expansion and contraction.

Steam reaches the high-pressure cylinders through vertical Sweet separators, made by the Direct Process Co. of Syracuse, N. Y., eliminating the moisture to within 1 per cent.

The exhaust piping from each lowpressure cylinder is 20 inches in diameter and fitted with gate valve and automatic relief valve for passing the exhaust steam to condenser or atmosphere. The vertical atmospheric exhaust pipe is made of No. 14 galvanized-iron riveted pipe 20 inches in diameter.

The inlet to the compressors is at the top, the outlet at the bottom, which is at the reverse of that ordinarily employed in compressors. The four gas cylinders are connected to a common inlet header made of extra heavy 20-inch pipe and fittings. The vertical legs of the header are mounted on a 20-inch cross which permits of two well connections for each and is designed for separating the sand and dirt from the gas, keeping it out of the gas-compressor cylinders and thus minimizing the wear on poppet valves and seats. This large header acts as a receiver; the gas at present is delivered to it in two 10-inch pipes, and by virtue Ultimately this sluice will be extended to

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nections. By having the discharge lines at the bottom instead of the top of the cylinders the expansion due to heat of compression is provided for in a more satisfactory and economical manner.

Recent records of intake-line press ires, when compressors are not in opera tion, show that they vary from 160 to 225 pounds, but when the compressor is operating at 55 revolutions per minute this intake drops to 65 pounds, thus delivering 18,000,000 cubic feet per 24 hours with one compressor. This quantity leaves the compressors at 300 pounds per square inch and is delivered through 10 and 20inch pipe lines over a distance of 90 miles

The location of the plant being practically the bed of a mountain stream which yielded from nothing to a flood, according to sesaons of the year, it was necessary to provide storage capacity for condensing purposes and make provision for water for boilers and circulating pumps.

It is at the intersection of two small streams; near this point a concrete dam was constructed and the ground on one side of the buildings excavated so as to form a reservoir 4 to 5 feet deep; the inner bank of both streams forming an "L" were not cut down, thereby doubling the cooling surface, or the distance traversed by the water before it is again used in the

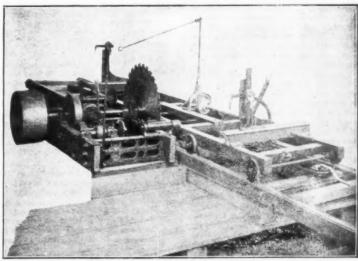
The hot water as it leaves the condens ers at the end of compressor buildings is conveyed in a wooden sluice to the upper end of a reservoir. The surface of the water exposed in the sluice is sufficient to spread it out in thin layers and it then trickles down the sides into the reservoir. easy matter to change the steam valve gear of the compressors to run non-con-With double e_centrics on both densing. high and low-pressure steam cylinders it will not be a difficult matter to keep the compressors up to their capacity, although it will mean more steam con-Then again, as the dry seasons occur at a time when the demand for gas is least, no real inconvenience may be expected on account of the Gainesville Iron Works of Gaines-

pipe lines, this method of prolonging the life of the wells is generally used.

Accompanying illustrations show the low-pressure side of the compressor, and the inlet gas piping and exhaust steam piping-low-pressure side.

The Gainesville Saw-Mill.

An accompanying illustration represents the Gainesville Saw-Mill, built by



THE GAINESVILLE SAW-MILL

reduction of condenser water supply, ville, Ga. As will be noted the mill is

This plant has now been in continuous operation for several months, closely maintaining the conditions for which it was designed, the inlet pressure being 55 to 65 pounds per square inch with a speed of 55 revolutions per minute. The dis

compact and strong. The timbers in the husk-frame are 3½x12 inches with iron ends and are firmly bolted.

The carriage and track timbers are 31/2x6 inches, bolted same as the husk-

Attention is called to the friction-feed. The pulleys are of iron-and-paper construction and are of ample size to handle the carraige with all ease; they are perfeetly balanced and true, and so arranged that the sawyer can vary the feed at will from the slowest to fastest by the adjusting lever. The backing device is so arranged that the carriage may be backed at a greatly increased speed above the feed. This is a great saving over the old slow-feed mills.

The headblocks are simultaneous-setting ratchet-blocks and are fitted with patent dogs. The headblocks are joined by steel shafting with Gainesville universal coupling, by means of which the blocks may be kept perfectly square.

The setworks set with absolute accuricy, and through them the sawyer may set and reverse the blocks and so have entire control of the mill if desired. This point should not be overlooked, as in small mills the saving of the extra man usually required would soon pay the first cost of the mill.

This mill is made in small and large sizes. It is built for medium-size timbers and does rapid and accurate work. The framing is of the best Southern pine. painted and strongly bolted together. The headblocks open out to 33 inches.

Write the company for further details.

INLET GAS PIPING AND EXHAUST STEAM PIPING-LOW-PRESSURE SIDE.

of the large difference in area between the lower end of the reservoir and the charge pressure averages 300 pounds and header and inlet pipe the velocity of flow is reduced proportionately, thus mitting the particles of sand carried in with the current of gas to settle at the bottom of the vertical legs of the header, where provision is made for cleaning.

The outlet pipe connections are at the bottom (on the inside) of the gas cylinders, leading immediately below the floor and out of the building with long-radius bends, then they follow the bed of a small stream where they are submerged for a distance of several hundred feet. Near this point the four lines join the main line; gate valves with rising spindle water will be spread out in thinner layers, passing through small perforations at the bottom of the sluice or modified cooling-tower.

During the very dry seasons when the treams contain practically no water at all the amount lost by evaporation is restored by four artesian wells located within a few feet of the buildings. The water from these wells is brought to the surface by means of jets of natural gas, applied on the same principle as in the airlift nump.

Should the condensing water supply fail altogether at any time it will be an tion cost is also lower than that of extra

the temperature of discharge is 200 degrees F., while the inlet temperature is 56 degrees F. This rise in temperature. due to heat of compression, although very slight, is reduced to atmospheric temperature by the water in creek covering the four discharge pipes before they join the main line.

The gas burned under the boilers for the present working conditions is just 31/2 per cent. of the total amount delivered by the compressors and at the prevailing price for gas represents a very low operating expense. As the installa-

Paducah's Association Reorganized.

The Commercial and Manufacturers' Association of Paducah, Ky., has been reorganized and increased its membership tenfold, besides electing new officers, who include A. J. Decker, president; George C. Wallace, vice-president; Ben Weille, treasurer, and H. E. Thompson, secretary, This association is devoted to the progress of Paducah, and will use every effort to advance the city's commercial and manufacturing interests. Manufacturers and other business men and home builders seeking locations are invited to write for facts about Paducah and its surrounding territory.

Construction Department

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to erify every item reported in its Constant The MANUFACTURES RECORD seeks to rerify every item reported in its Construc-tion Department by a full investigation and complete correspondence with everyone in terested. But it is often impossible to do terested. But it is often impossible to do
this before the item must be printed, or che
lose its value as news. In such cases the
statements are always made as "rumored"
or "reported," and not as positive items of If our readers will note these points they will see the necessity of the discrimina-tion, and they will avoid accepting as a cer-tainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any

ors that may occur.
Means machinery, proposals or supp are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters re-

ported in this paper, it will be of advantage to all concerned if it is stated that the ination was gained from the MANUFAC

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the cor-porate or official name of a newly established mpany or enterprise cannot be delivered the postmaster. This will help to insure compt delivery of your communication, prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter re-ported is likely to receive quicker and so rer reported in the attention than a mere circular.

BALTIMORE BUILDING NOTES.

Business Buildings.

Baltimore — Eastern High School. — The Mayor and City Council have awarded con-tract to D. W. & G. H. Taomas, builders. Vickers Building, German street, near South street, for the construction of building for the Eastern High School, to be located at corner of Broadway and North avenue, after plans and specifications by Simonson & Pietsch, architects, Hoen Iniliding, 302 East Lexington street. Full details concerning building recently mentioned.

Baltimore – Store Building. – John S Bridges, 26 South Charles street, has com-missioned George N. Mackenzie, third, archiset, Builders' Exchange Building, ries high, 23x150 feet; brick with granie lase and Indiana limestone frimmings; concrete foundations; steel beams; electric wiring and fixtures; sanitary plumbing; heating system; elevator. This building previously

Baltimore-Store Building. A. W. Jones 697 West Mulberry street, has commissioned Tormey & Leach, architects, 323 North Charles street, to prepare plans and speci-fications for the alteration of and additions to store building located at 313 East 21st

Baltimore-Warehou se.-The W. E. Wood Company, 18 North Howard street, has pur chased the property located at 18 North How and street and will make extensive altera tions to the four-story building on the site

Baltimore - Restaurant. - Mrs. Annie Kelly has awarded contract to Henry S. Rip pel, builder, 7 Clay street, for the construc-tion of restaurant to be located at 29 South Gay street after plans and specifications by tay street after plans and specifications by Robert 8. Milker, architect, 1821 North Reg-ester street. Structure to be three stories high with basement, 21.6x90 feet; brick with granite base and Indiana limestone trimmings: concrete foundation; steel beams; slag roofing; galvanized-iron cornice and skylight; metal frames and sashes glazed with wireglass; sanitary plumbing. Elec-cric wiring and fixtures and heating system not included in contract. This building pre-viously mentioned.

Baltimore-Business Building.-Tobins Si-mon, cloth plaiting, 215 North Liberty street, has purchased the property located at 121 and 123 West Saratoga street and will mexicanive alterations to the four-story buings on the alte. The site is 33x184 feet.

Baltimore—Telephone Exchange and Oilice Building.—The Chesapeake & Potomac Tele-phone Co., 711 St. Paul street, has purchased property located on Light street near Balti-nore atreet, and will erect telephone ex-change and office building on the site, which s 40x147.7 feet.

Baltimore — Steamship Terminal. — The Thesapeake Steamship Co., 530 Light street. has purchased the property located at cor-ner William and York streets with a view to increasing its terminal facilities. The loc is 100x262 feet.

specifications have been made by Louis Levi, architect, 704 Union Trust Building, Charles ocated at 316 West German street. Structure to be four stories high with basement, 20x10; rieet: Pompelian brick with granite base and ornamental terra-cotta trimmings; concrete foundation; steel beams, girders and colunns; slag roofing; box chute; metal frames and sashes glazed with wireglass; sanitary plumbing. Heating apparatus, elevator, office partitions, electric wiring and tubing, and cas and electric fixtures not included in con tract. Walter E. Burnham, Builders' Ex-change Building, 2 East Lexington street: Frank T. Maguire, Pratt and Gay streets: & S. H. Lamb, 253 West Preston street John A. Sheridan Company, 321 North Hol liday street; Henderson & Co., Ltd., 218 West Fnyette street, and Henry S. Rippel, 7 Chy street, have been selected to estimate on the instruction. Estimates to be in March 10

Baltimore-Store Building,-George W. M rook, 17 West Biddle street, has awarded rook, 17 West Biddie street, has a naturet to B. H. Hayes, builder, 1121 Riggs cense, for the construction of store building e, for the construction of store building located at 419 East Baltimore street Structure to be three stories high with base . 20x66 feet; brick with granite base stone trimmings; concrete foundation; beams; galvanized-iron cornices; elec tric wiring and fixtures; sanitary plumbing beating system; cost to be about \$8000.

Bultimore — Dwellings. — John F. Carter, milder, 15:9 North Bruce street, will erect for himself nine dwellings to be located on Franklin street near Carey street. Struc-mers to be two stories high with basement. meh 13x19 feet; brick with stone trimmings tin rooting; galvanized-fron cornices; gas fix-tures; sanitary plumbing; heating systems; cost to be about 29,09.

Baltimore — Store Building. — Charles D. Ssher, Wilson Building, 301 North Charles treet, has awarded contract to John Cowan 1.6 West Madison street, for exten sive alterations to store building located at 312 North Charles street after plans and specifications by Ellicott & Emmart, archi-tects, Union Trust Building, Charles and

Baltimore — Store Building, — Charles D. Fisher, Wilson Building, 301 North Charles street, has commissioned Ellicott & Emmart, are directs. Union Trust Building, Charles and Fayette streets, to prepare plans and specifications for store building to be located at 20 West Baltimore street. The site is 29x 155 feet. Sperry, York & Sawyer, architects, 'alvert Building, were error ously reported ast week as having this work.

Baltimore - Restaurant, - Further details for Thomas Ryan, 438 Light street, to wated at 6 Light street. Structure to Structure to be three stories high with basement, 21x29 feet orick with granite base and Indiana lime stone trimmings; concrete foundation; steel seams; tin roofing; copper cornice; skylight; nterior marble : metal cellings : electric wir ing and fixtures; sanitary plumbing; heating system. Henry S. Rippel, 7 Clay street; C. Sheehan & Son, 117 East Centre street, and E. Selckmann, 1808 North Chester street, have been selected to estimate on the construction.

Baltimore - Warehouses. - Further details have been obtained concerning two ware-rouses for the Sheppard and Enoch Pratt Hospital, 317 North Charles street, to be erected at 210 and 212 East Lombard street and extending through to 209 and 211 Water street after plans and specifications by Chas. E. Cassell & Son, architects, 411 North Charles street. Structures to be four stories high with basement, 53.1x105.6 feet; brick with terra-cotta and copper trimmings; con crete foundations; steel beams; mill con-struction; siag roofing; copper cornices; metal frames and sashes glazed with wireglass. Elevators, heating systems, electric wiring and fixtures and plumbing not in-cluded in contract. John Cowan, 106 West Madlson street; J. J. Walsh & Son, 1828 Maryland avenue : John Hiltz & Son, 3 Clay street and Morrow Bros., 212 Clay street, have been selected to estimate on the construction. Es-timates to be in March 17.

Baltimore-Bank.-Further details have been obtained concerning building for the German Bank, northwest corner Holliday and Lex-Ington streets, to be erected at northwest corner Baltimore and Holliday streets after plans and specifications by Baldwin & Pen-nington, architects, 311 North Charles street. Structure to be one story high with basement, 30x100 feet : brick with stone trimmings : co 30x100 feet; brick with stone trimmings; con-crete foundation; steel beams and girders; dreproof; vaults; electric wiring and fix-tures; sanitary plumbing; heating system. Heary 8. Rippel, 7 Clay street; John A. Sheridan Company. 321 North Holliday street; Frederick Decker & Son, 1209 East Hiddly street; Govern Buynocke & Sons 305 Biddle street : George Bunnecke & Sons, 305 St. Paul street; J. F. Stuckert & Son, 215 North Calvert street; Tatterson & Thuman, 214 North Liberty street; H. C. Smyser, 425 North High street; German & Co., southeast orner St. Paul and Pleasant streets; Henry Smith & Sons Company, 116 South Regestreet; George A. Fuller Company, 203 N street; Joseph Schamberger, 2215 East Balti street: A. J. Robinson Company, west Franklin street; Henderson & Co., Ltd., 218 West Fayette street; Wm. Ferguson & Bro., 214 Clay street; J. J. Walsh & Son, 1525 Maryland avenue; Murphy Construction Co., 202 West Fayette street, and John Hiltz & Son, 3 Clay street, have been selected to esti-cate on the construction. Estimates to be in March 21.

Bultimore-Store Building.-James T. Den is will make extensive alterations to build-ing located at 18 West Lexington street for J. W. Mealy Sons Company, Jewelers, 7 West Lexington street. Building will be two storles high, 24.6x92 feet; brick with marble base and stone triminings; steel beams; tin roofing; tile flooring; electric wiring and fixtures; sanitary plumbing; heating system. John Stack & Sons, 259 West Preston street; Henry S. R'ppel. 7 Clay street, and John Hiltz & Son, 3 Clay street, have been selected to estimate on the work.

Baltimore - Fish Market. - The Municipal Board of Awards, City Hall, will receive proposals for the construction of fish market o be located on Centre Market Space after clans and specifications by Simonson & Pietsch, architects, Hoen Building, 302 East Lexington street. Proposals will be received in two parts, one for the foundation work and the other for the superstructure. Struc-ture to be two stories high, 135x200 feet; brick with granite base and Indiana lime stone or terra-cotta trimmings; foundation be of either spread-concrete system or concrete-caisson system; steel-frame construc on fireproofed with concrete; tin roofing reinforced-concrete construction for stairs, toilets, offices and corridors; ornamental iron; trussed roof; 26 steel rolling doors; advanized-iron skylight; 25 dumbwaiters and speaking-tubes; electric wiring and fixtures; sanitary plumbing; heating system connected with outside supply. Plans and specifications may be obtained from the office of the inspector of buildings, City Hall, on and after March 6 by depositing certified check for \$50, wade payable to mayor and city council of Baltimore. Proposals must be submitted on or before 11 A. M., March 22, to the office of Harry F. Hooper, city register, City Hall, ac-companied by certified check for \$500 made payable to mayor and city council of Balti-more. Cost to be about \$120,000. Charles L. National Marine Bank Build ing, Gay and Water streets, has obtained plans to submit estimate. This building pre-viously mentioned. Henry S. Rippel, 7 Clay Street; Charles McCaul Company, 123 West Saratoga street, and D. W. & G. H. Thomas, Vickers Building, German street near South street, have also obtained plans to submit

Baltimore - Warehouses. - Further details have been obtained concerning two ware-

houses for the Deford Company, Calvert and Lombard streets, to be located on Lombard Grant, Hollingsworth and Matthews street after plans and specifications by W. H. Hodges, architect, Wilson Building, 301 North Charles street. Structures to be five stories high, one 42.3x121.2 feet and the other 19.6x42 feet : red and gray brick with galvanized-iron trimmings; concrete foundations on piling; steel beams and girders; cast-iron columns; sing roofing; galvanized-iron cornices and skylights; granolithic pavement; vault lights; fire doors and shutters; electric wiring and fixtures; sanitary plumbing; heating system: two elevators. Morrow Bros., 212 Clay street; J. H. Miller, 110 Dover street; Wm. Steele & Sons, 17 West Saratoga street : Vill. Steele & Sons, i.vest Surfatoga street; John Cowan, 106 West Madison street; John Stack & Sons, 250 West Preston street; Cramp & Co., 407 St. Paul street; John Hiltz & Son, 3 Clay street, and R. H. Frazier & Sons, 220 St. Paul street, have been selected

Baltimore—Store and Office Building.—The Maryland Bible Society, Richard K. Cross, chairman, 19 East Lexington street, has awarded contract to Morrow Bros., builders, 212 Clay street, for the construction of storand office building to be located at 12 and 1 East Fayette street after plans and specifi cations by Sperry, York & Sawyer, architects, Calvert Building, Fayette and St. Paul streets. Structure to be five stories high with basement, 37.5x78.3 feet; brick with Indiana limestone trimmings; concrete foundations steel beams; cast-fron columns; tin roofing galvanized-iron cornice and skylight; first floor of reinforced-concrete construction; fireescape; vault lights; copper frames and sashes glazed with wireglass; sanitary plambing. Heating apparatus, electric wir-ing, telephone wiring and elevator car and machinery not included in contract. This building previously mentioned.

Baltimore-Warehouse.-August Oldenburg Baltimore—Warehouse.—August Oldenburg of Oldenburg & Kelley, plumbers, 300 Eastern avenue, has purchased the property located at 13 East Lombard street, and will erect four or five-story building on the site, which

Baltimore - Warehouses. - Further details have been obtained concerning two ware houses for the Patterson estate, Arthur W. Machen, agent, Central Savings Bank Build ling, 3 East Lexington street, to be located at 104 and 106 South Frederick street, and contract for the construction of which has been awarded to John E. Marshall & Sons, anilders, 212 North Calvert street. Structure to be four stories high, 40x78.8 feet; brick with stone trimmings; concrete foundation on piling; steel beams and girders; cast-iron columns; slag roofing; fire shutters; metal frames and sashes glazed with wireglass; galvanized-iron cornice and skylight; electric

whiling and fixtures; sanitary plumbing. Elevators not included in contract.

Baltimore — Warehouse. — The Baltimore Sand & Contracting Co., Gay and Pratt streets, has purchased the property located at Front and Low streets, and will erect a five story warehouse on the site, which is about 110x110 feet. Architect to prepare plans and specifications for the building has not as yet been selected.

Wanufacturing Buildings and Other Enterprises.

Baltimore-Paper-box Factory.-Further de tails have been obtained concerning building for the Bartgls Bros. Company, paper-box manufacturer, 1030 Linden avenue, to be lo-cated at 6 and 8 South Greene street after plans and specifications by Morris & Clifford, arc'litects, 657 Calvert Building, Fayette and St. Paul streets. Structure to be four stories high with basement, 44.3x81.8 feet; brick with Indiana limestone or artificial-stone trim mings; concrete foundation; mill construc-tion; slag roofing, galvanized-iron cornice and skylight; fire doors and shutters; fireand skylight: fre doors and shutters; fre-escape: sanitary plumbing; hand elevator. Electric wiring and fixtures and heating sys-tem not included in contract. Henry S. Rip-pel. 7 Clay street; Israel Griffith, Builders' Exchange Building, 2 East Lexington street; Ashland Construction Co., 1912 Ashland ave-nue, and Edward D. Preston, 140 West Fay-ette street, have been selected to estimate on the construction. Estimates to be in construction. Estimates to be

Baltimore-Power-house.-Revised bids are being taken on power-house.—Revised ons a.ve
being taken on power-house for the United
Railways & Electric Co., 39 South Eutnw
street, to be erected on East Pratt street,
after plans and specifications by P. O. Keilholtz, consulting engineer, 39 South Eutaw street. Structure to be one story high, 134x 136 feet; red brick with architectural terracetta trimmings; reinforced concrete foundations; steel beams and girders; metal frames and sashes glazed with wireglass. Henry S. Rippel, 7 Clay street, is estimating on the work.

Baltimore—Artificial stone Plant.—The National Hydraulic Stone Co. has been incorporated, with an authorized capital stock of \$25,900, to manufacture artificial stone, by Pavid E. Evans, James E. Ingram, Light street and Ohlo avenue: Victor G. Bloede, John C. Leonard, Culver, near Old York Itoad, and Charles F. Massey.

Baltimore — Lumber.—The J. L. Gilbert & Bro, Lumber Co., East Falls and Canton avenues, has been incorporated with an authorized capital stock of \$150,000 for dealing in lumber by James L. Gilbert, A. Frank Gilbert, J. Ross McComas, J. Henry Kraft and Charles M. Corkran.

Baltimore—Dredging Company.—It is reported that Winfield S. Cahill of the James tlark Company, foot of Webster street, and John Hubert, 1714 Thames street, are interested in the organization of a dredge company with a capital stock of \$200,000 to \$300,000. The new company will be known as the Baltimore Dredging Co., and will build two dredging machines to cost about \$40,000 each, and a tugboat to cost about \$25,000.

Baltimore—Distillery.—The Baltimore Distilling Co., foot of Warner street, has awarded contract to Charles A. Sieling, builder, 312 North Calvert street, for the construction of building to be located on Carr; street near Warner street. Structure to be one story high, 79x82 feet; brick with stone trimmings concrete foundation; steel beams; cast-iron relumns; cost to be about \$25,000.

Baltimore — Bottle-stopper Factory. — It is reported that Egbert Harty, president of the Standard Stopper Co. of New York, will establish a factory in Baltimore. Mr. Harty is registered at Hotel Belvedere.

Baltimore — Steam Laundry.—Jos. Archer, proprietor of Archer's Laundry, Mulberry and Howard streets, has purchased the property located at 313, 315 and 317 West Mulberry street and will improve it with a view to enlarging his plant.

Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found, when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

ALABAMA.

Amiston — Cotton Mill. — The Woodstock Cotton Mills will enlarge its mill, erecting additional building and installing several thousand spindles and looms to suit. Contract has been awarded to Thomas Wolsoncroft for erection of one-story brick building 50x100 feet. Contract for machinery has also been awarded.

Birmingham — Stove Foundry. — Incorporated: Birmingham Stove & Foundry Co., with J. B. Gibson, president; H. D. Maus, vice-president; E. M. Chestnut, secretary, and J. M. Jolley, treasurer, to establish plant for the manufacture of stoves; capital stock \$25.000.

Gadsden—Steel-rod Mill.—The numerous reports which have recently been current as to increasing the steel-plant capacity of the Alabama Steel & Wire Co. at Gadsden are not correct. The company does not contemplate any such increases at the present, but expects to build this year the additional steel-rod mill which the Manufacturers' Record announced last November. E. T. Schuler is president; office at Gadsden. Company also has offices at Birmingham.

Geneva — Water-works.—City has let contract for the construction of proposed waterworks. Address The Mayor.

Marion—Brick and Terra-cotta Works.— John Lewis and Childs Bros. have organized company and are equipping plant for making bricks, having a dally capacity of 40,000. The company will probably later manufacture terra-cotta piping.

Mobile — Shipbuilding Plant.—Louis Teasdale and associates contemplate establishing shipbuilding plant, in which it is rumored that \$2,000,000 will be invested. Congress is now being petitioned for right of way and ship-canal privileges in connection with this enterprise.

Mobile—Lumber Company.—The Robinson Lumber Co. has been incorporated with \$10,-100 capital stock. Wesley A. Robinson of New York, N. Y. is president, and Joseph B. White of Mobile, secretary-treasurer.

Monigomery — Mercantile. — Incorporated: McCall Mercantile Co., with \$24,000 capital Stock, by D. A. McCall and others.

Montgomery — Coal Mining.—The Alabama Mining Co. has been incorporated with \$100, 600 capital stock and privilege of increasing for the development of coal mines. S. J. Simpson is president; E. D. Stone, vice-president, and R. B. Gaines, secretary-treasurer.

New Decatur—Car-manufacturing Plant.—Recently reports have been current that the American Car & Foundry Co. is investigating with a view of establishing a car-manufacturing plant in the South, possibly at New Decatur. The exact facts are that the company has always been favorably inclined to the establishment of a branch plant in the South, and after available locations have been investigated such action will be taken as is deemed for the best interests of the company. Nothing more definite can be stated at this time; main offices in Lincoln Trust Building, St. Louis, Mo.

New Decatur-Printing Plant.—Incorporated: The Art Printing Co., with \$2500 capital stock, by E. E. Graves, C. H. Graves and B. P. Holmes.

Pell City — Woodworking Plant. — B. G. Rhodes of Dublin, Ga., will remove his hardwood plant to Pell City and with A. J. Rhodes, Sumter Cogswell, E. J. Mautz and McLane Tilton, Jr., organize company with \$10,000 capital stock to operate it, increasing the capacity. A one-acre site has been secured on which to erect buildings, and the company will manufacture spokes, handles, axles, plow beams, wagons, flooring, ceiling and hardwood novelties. B. G. Rhodes will be president and general manager.

Sturdevant—Water-power-Electrical Plant. The Tallapoosa Water-Power & Electric Co., which was incorporated by Ausfeld & Chapman of Montgomery, Ala., and Mrs. R. T. Parker of Dadeville, Ala., will shortly begin the erection of its proposed plant for developing the water-power of the Tallapoosariver for manufacturing purposes; cost \$500,000. Ausfeld & Chapman are engineers in charge. (This enterprise was referred to in January.)

Troy-Lignite Manufacturing,-L. M. Bashinsky and associates have acquired control of an extensive tract of lignite which they contemplate developing and establishing plant for the manufacture of briquettes.*

Tuscaloosa — Machine Shop.—The Daniel Bros. Machine Co. has been incorporated, with \$5000 capital stock, by W. T. Daniel, Elbert Daniel, J. Henry Daniel and associates.

ARKANSAS

Arkansas—Saw-mill.—E. Sondheimer & Co. of Chicago, Ill., will erect a saw-mill during the year for the development of 22,000 acres of timber land owned in Arkansas.

Clarksville—Coal Tipple, etc.—Union Anthracite Coal Co., reported incorporated last week with \$59,000 capital stock for the development of 240 acres of coal land, will erect coal tipple and several miners' houses.

Fayetteville—Flour Mill.—The Fayetteville Milling Co. has been incorporated with \$30, 000 capital stock by Al Simco, J. M. Williams and J. H. Phipps.

Gainesville—Gas and Electric-light Plant.— Incorporated: Gainesville Gas & Electric Co., with \$100,000 capital stock, by Charles W. Moore, Jeremiah Cushman, Geo. I. Doig and John Cushman, to operate gas and electriclight plant.

Gravette—Water-works and Electric-light Plant. — City contemplates constructing water-works to cost from \$8000 to \$12,000. The establishment of electric-light plant is also being considered. Address A. C. Veach of water-works committee.*

Jonesboro — Construction Company. — The Jonesboro Construction Co. has been incorporated with \$1000 capital stock by E. L. Westbrooke of Jonesboro, R. L. Stearns of Stearns, Ky., and E. E. Batthell of Nashville, Tenn.

Little Rock—Machine Shop.—The Thomas Cox Sons Machinery Co. has been incorporated with \$25,000 capital stock. Thomas Cox is president and treasurer; A. B. Cox, vice-president, and G. P. Ehlers, secretary. The company will operate the plant of the Thomas Fordyce Manufacturing Co., recently purchased.

Pine Bluff - Furniture Factory, - Incorporated: Rhodes-Haverty Furniture Co., with \$40,000 capital stock and A. G. Rhodes, president; J. J. Haverty, vice-president, and liavid Lee, secretary-treasurer.

Van Buren-Street Paving.-City has let contract to McEachin & Hipple of South McAlester, I. T., at nine cents per square foot for constructing four miles of standard concrete sidewalks.

FLORIDA.

Crystal River—Transportation Company.— The Gulf Coast Shipping & Salvage Co. has been organized by Dr. G. N. Davis, T. F. Head, Dr. W. E. Armstrong of Crystal River, J. D. Mallard, G. W. Wadkins of Dunnellon, Fla.; Mrs. Ada M. Davis of Birmingham, Ala., and Dr. P. Burgin of McIntosh, Fla., to operate ships between Mobile, New Orleans and other Gulf ports.

Fernandina — Steam Laundry.—Fernandina Steam Laundry Co., reported incorporated last month with \$4000 capital stock, will erect building 35x60 feet and equip for a weekly output of 3000 pleces; C. B. Manship, manager.*

Jacksonville—Brick Works.—W. I. Lyman is arranging for the establishment of brick works. Address P. O. Box 347.*

Melrose—Saw-mill, Shingle Mill, etc.—Year-wood & McDonald, reported last week as to erect another saw-mill, will operate as the Melrose Manufacturing Co. The plant will have a capacity of 30,000 or 40,000 feet of timber, with shingles, etc., and will also manufacture laths, staves, turpentine, etc. The company is capitalized at \$50,000.*

St. Augustine-Electric-light Plant.—It is reported that F. N. Holmes contemplates establishing electric-light plant to have a capacity of 150 lights.

Washington County—Oil Wells.—The Henderson Oil Co. has been organized with W. J. Henderson, president; Dr. O. Daniel, vice-president; J. E. Peeples, secretary, and W. W. Banks, treasurer, all of Tifton, Ga., for the development of 80 acres of oil land in Washington county.

GEORGIA.

Athens—Linen Mill.—The company to be organized for erecting the linen mill mentioned last week has not been incorporated or named as yet, but, as stated, its capital stock will be \$250,000, and W. T. Bryan of the Southern Manufacturing Co. is in charge. Contract for erecting the mill building has been awarded to T. J. Nichols. Contract has also been awarded for the carding, spinning and weaving machinery required; capacity to be 10,000 pounds weekly.

Athens — Steam Plant, etc. — The Athens Electric Railway Co., reported last week to Install auxiliary steam plant to water-power stations, will include the erection of building 100x100 feet; will equip with one 500kilowatt unit.

Atlanta—Concrete Building-block Factory.— Julius R. Watts, Hugh C. Scott and John B. Young have applied for charter for the Dykema System Concrete Co., with \$5000 capital stock, to manufacture concrete building blocks, lime, cement, brick, etc.

Atlanta—Drug Company.—Chartered: The V. E. Perryman Company, with \$30,000 capital stock, by V. E. Perryman, W. M. Perryman of Atlanta and Mrs. J. B. Duncan of Indiana, to deal in drugs, etc.

Atlanta — Construction Company. — Chartered: The Atlantic & Birmingham Construction Co., with \$3,000,000 capital stock, by R. E. Cullinane, W. B. Stovall, F. M. Sisk and S. J. Eradley.

Atlanta—Bridge Construction.—City Council will let contract at its April meeting for completing the Edgewood avenue bridge, one-third of which has been built at a cost of \$15,000; the remaining portion will cost about \$10,000. The structure is built of ferro-concrete. R. M. Clayton is city engineer.

Augusta — Cotton mattress Factory. — It is reported that the Riverside Mills will build a plant for the manufacture of cotton mat-

Boneville – Improvement Company. — The Taomson Investment Co. has been organized by J. E. Wilson, I. E. Farmer, B. F. Johnson, C. A. Farmer, P. A. Bowden, B. H. Willingham and associates, all of Thomson, Ga., for the establishment of a summer resect.

Columbus—Cotton Mill.—It is reported that Edmund M. McLean of Savannah, Ga., will establish a mill in Columbus for the manufacture of fine madras, etc.

Dallas-Flour Mill.—It is reported that T. F. Terry is arranging for the location of flour mill

Dalton — Flour Mill. — Barrett, Denton & Lynn have had plans prepared by Marlatt & Dozier of Richmond, Va., for five-story frame building with composition roof which will be equipped as flour mill; cost \$25,000.

Elberton—Asbeston Mining.—It is rumored that J. B. Vaupghter will organize company to develop asbestos deposits near Elberton.

Gainesville—Sash, Door and Blind Factory. Reports state that Patilli Bros. of Buford, Ga. contemplate removing plant for the manufacture of sash, doors and blinds to Gainesville, enlarging it and increasing the

Hawkinsville — Cottonseed-oil Mill, Fertilizer Factory and Cotton Gin. — J. Pope Brown, W. B. Greeson, J. H. Bragg, W. O.

Betts, R. A. Anderson, R. D. Brown, C. C. Atkinson, J. F. Taylor, James Harpe, W. E. Chancey and E. J. Henry have organized company with \$25,000 capital stock for the establishment of cottonseed-oil mill, fertilizer factory and cotton gin. Construction of buildings will begin at once.

Lafayette — Cotton Mill. — The Lafayette Cotton Mills has awarded contract for considerable additional machinery: present equipment 5000 spindles and 160 looms.

Moultrie—Cotton Mill.—The Moultrie Cotton Mills will double its plant of 5000 spindles and 280 looms. It is reported that contracts have been awarded. Some months ago the company increased its capital stock from \$100,000 to \$175,000.

Pine Mountain—Asbestos and Mica Mining, Paper Mill, etc.—The Pine Mountain Mica & Asbestos Co. will develop asbestos deposits on 2880 acres of land; also will mine and prepare mica for market, and equip a plant for manufacturing asbestos paper and mill boards. A building 42x60 feet is now ready, and a water-wheel of 160 horse-power, now in position, will be used; W. H. Croll, superintendent.*

Rising Fawn—Coke Ovens and Ore Mines.— The Georgia Iron & Coal Co., office Atlanta, Ga., is arranging for the erection of 200 coke ovens at its blast furnace, and bids for the construction are being invited. The company is also asking bids for reopening the red fossiliferous ore mines at Rising Fawn.

Savannah—Marine Rallway.—The Savannah Yacht, Launch & Engine Co. has been organized with W. H. Connerat, Jr., president and secretary; R. V. Connerat, vice-president and treasurer, and M. W. Tindal, mechanical engineer and manager, to establish marine railway, deal in yachts, launches, dories, and install engines, both marine and stationary.

Villa Rica-Cotton Mill.-W. J. Nally, H. W. Nally and J. N. Weems have incorporated the Golden City Cotton Mill Co. with capital stock of \$60,000 to manufacture cotton goods.

Whitehall—Cotton Mill.—The Georgia Manufacturing Co. has awarded contract for machinery to double its plant of 12,000 ring spindles and 5568 twisting spindles. Additional building is now being erected.

KENTUCKY.

Catlettsburg—Printing Plant.—T. B. Garner has purchased the plant of the Daily Press, which will be enlarged and new equipment installed at a cost of \$15,000.

Clay City-Brick Works,—G. W. Lenkerd of Reynoldsville, Pa., and associates will establish brick plant.

Lexington—Ice and Cold-storage Plant— It is reported that the Consumers' Ice & Fuel Co. is arranging for the erection of another ice and cold-storage plant.

Lexington – Sewerage System. – City will advertise for bids for the construction of sewerage system as soon as plans and specifications are completed, which will probably be within the next four or six weeks. P. P. O'Neill, city engineer, was reported last November as to supervise the construction of sewerage system, for which \$100,000 of bonds had been voted; Thomas A. Combs, mayor.

Louisn-Locks.—E. Brown Baker has contract at \$74,000 for building the Levisa lock eight miles distant, and Hollerback & May contract at \$95,000 for building the Tug lock five miles distant.

Louisa—Canning Factory.—Augustus Snyder, J. B. Peters, E. E. Shannon, W. N. Sullivan, W. B. Cox and associates have organized the Louisa Canning Factory for the establishment of cannery. Contract for the erection of building will shortly be let.

Middlesboro-Iron Furnace.—It is reported that the Virginia Iron, Coal & Coke Co. (general offices, Bristol, Tenn.) is completing work on its No. 1 furnace, which will be blown in about the first of April; annual capacity 110,000 tons of forge and foundry pigiron.

Munfordville—Bridge.—The citizens of Hart county have organized a company with S. B. Buckner, president; W. B. Craddock, vicepresident, and George D. Mentz, secretary, to build a bridge 1100 feet long and 100 feet high across Green river.

Tip-Top—Silica Mines.—The Kentucky Silica Co. is arranging for proposed improvements to its plant the coming season. T. C. Dickson of Tip-Top is president, and C. A. Villier of Louisville. Ky., secretary.

Wildwood—Saw-mill.—It is reported that John Parrish has purchased the Whiteside saw-mill, which will be improved and operated.

LOUISIANA.

Gueydan-lce Plant.—It is reported that an ice plant will be established, and J. E. Fortier is interested. Gueydan—Machine and Blacksmith Shop.— It is reported that S. B. Todd is erecting machine and blacksmith shop.

Mansfield—Water works,—City is arranging for the construction of proposed water-works system, and bids will be received until May 14; J. W. Williams, mayor.*

New Orleans—Asphalt paving Plant.—City is considering the erection of an asphaltpaving repair plant. Address City Engineer Hardee.

New Orleans—Grain Elevators, Docks, etc. The Illinois Central Railroad has begun active reconstruction work on the site of the Sturievant terminal facilities, which were destroyed by fire last week. The grain elevators, conveyors and wharves will be rebuilt with all possible speed, and within eight months are expected to be entirely replaced according to the latest improvements designed for such establishments. It is stuted that within 60 days the larger of the two elevators burned will be ready for grain. These two elevators burned will be ready for grain. These two elevators had a capacity of 1,600,000 and 1,500,000 bushels, respectively. Proposals for various classes of construction will probably be invited in connection with the rebuilding. Contract for rebuilding elevator E, capacity 1,500,000 bushels, has been awarded at about \$300,000 to Messrs. Swift & Co. of Chicago. Contract for rebuilding about 1000 feet of warehouse sheds has been awarded to James Stewart & Co. of St. Louis at about \$75,000. The railway company has already rebuilt 600 feet of permanent dock. H. U. Wallace, chief engineer of the Illinois Central, with office in Chicago, is temporarily at New Orleans in active charge of the plans for rebuilding.

New Orleans-Brewery.—It is reported that the New Orleans Brewing Co. will rebuild the Weckerling Brewery, reported burned at a low of \$2000.

Plauchville—Cotton Gin.—A. B. Bordelon, E. St. Romain & Sou, M. O. Chenevert of Plauchville and J. O. Laucier of Hickory, La., contemplate organizing company for the establishment of two stand steam cotton gin.

Shreveport — Electric-light Plant. — City is asking bids until April 11 for furnishing light for five or ten years. Address C. G. Rives, comptroller.*

Tioga—Lumber Plant.—Reports state that S. R. Lee of Alexandria, i.a., representing the Lee Lumber Co., recently organized with 2500,000 capital stock, has purchased at \$550,000 the property of Tioga Lumber Co., in cluding saw-mill with a daily capacity of 125,000 feet, 10,000,000 feet of lumber, commissary, tenement-houses, 24 miles of railroad and equipment and 20,000 acres of timber land in Rapides and Avoyelles parishes. The plant will be operated on a more extensive scale.

Winnsboro-Timber Land.—It is reported that a Northern syndicate has purchased 3800 acres of timber land in Franklin parish from J. B. Gilbert, Jr.

MARYLAND.

Hagerstown—Paper Mill.—John W. Stonebraker, J. Ellsworth Stonebraker, W. B. Littleton, S. George White, John E. Stonebraker, Jr., and Lynn S. Keller have incorporated the Antietam Paper Co. with \$140,000 capital stock to continue the manufacture of under, etc.

Ridgely—Telephone System.—The Farmers & Merchants' Telephone Co, has been organized with \$250 capital stock and George S. Rairigh, president, to build and operate telephone line from Ridgely to Hillsbore, a distance of 20 miles, as reported last week.

MISSISSIPPI.

Aberdeen-Water-works and Sewerage System,—City has voted affirmatively the \$70,000 hond issue previously reported for the construction of water-works and sewerage system. A. L. Dubney of Greenwood, Miss., is engineer in charge, and J. M. Acker, mayor.

Gulfport - Publishing. - E. B. Cox, Ben Buckley of Gulfport and E. J. Adams of Pass Christian, Miss., have purchased and will operate the plant of the Clark Printing Co.

Houston — Water-works and Electric light Plant.—Town has voted affirmatively the \$13,500 bond issue previously reported for the establishment of water-works and electric light plant; J. M. Griffin, town clerk.

Jackson—Cold-storage Plant.—Reports state that Armour & Co. of Chicago, III., have secured additional building in which to install cold-storage plant.

Meridian—Sand-ilme Brick Plant.—The Boulta Brick Co., operating plant with a daily capacity of 20,000 to 40,000 bricks, and which has in course of construction two additional dry-kilns, contemplates installing sand lime brick plant at a cost of about \$20,000; to be operated in connection with present plant.

Meridian—Foundry and Machine Shop.—
The Wetherbee Machine Works of Meridian and W. T. Adams of Corinth, Miss., have consolidated for the manufacture of the products of the Wetherbee Machine Works and the New Era Heating & Ventilating Co.'s furnace. It is proposed to organize company with \$100,000 capital stock to operate plant.

New Albany-Canning Factory.—It is proposed to organize a company with \$5000 capital stock to establish cannery. Machinery has been ordered. For information address lioard of Trade.

Sardis—Bottling Plant.—D. L. Rush and A. P. Temple have formed the Sardis Bottling Works, and will establish a plant for bottling carbonated beverages; to be in operation in 26 days.*

Vicksburg — Water-works and Sewerage System.—Harry K. Johnson and associates have withdrawn application for franchise to construct and operate water-works and sewerage system previously referred to, and the city will be open to other propositions. Address The Mayor.

MISSOURI.

Joplin-Cigar and Tobacco Factory,—Joplin Tobacco Co. has been incorporated with \$5000 capital stock by James W. Rosborough, Thomas D. Williams of Joplin and John Davis of St. Louis, Mo., to manufacture and deal in cigars, cigarettes and tobacco.

Kansas City — Implement Factory. — The Kemper-Paxton Mercantile Co. has purchased site on which to erect \$80,000 factory building to manufacture farm Implements.

Parma—Heading Factory.—Edgar O. Daniel. Glen A. Wilkinson and associates, reported last week to establish plant for the manufacture of ash butter-tub heading, will operate as the Parma Heading Co.; a building will be erected with 3500 feet floor space, and will be equipped for a daily capacity of 12,000 pieces of ash butter-tub and slack-barrel heading; capital stock \$6000.*

Richwoods—Land and Mining Company.— Incorporated: Richwood Land & Mining Co., with \$2500 capital stock, by C. A. Stocking of Richwoods, L. F. Jones of Kirkwood, Mo.; W. P. Kennett, Benjamin Gratz of St. Louis. Mo., and associates.

St. Joseph-Fertilizer and Glue Factory.— Swift & Co., it is reported, will erect \$10,000 fertilizer factory. It is also stated that arrangements have been completed for the erection of glue factory.

St. Joseph-Foundry.—The Ambrose Foundry Co. has been incorporated with \$15,000 capital stock by S. F. Rowley, S. F. Ambrose and J. M. Johnson.

St. Louis — Natural gas Mains.—Tri-State Natural Gas & Fuel Co., which has applied for franchise to furnish the city with natural gas, will build a pipe line from Bartlesville, I. T., to St. Louis, a distance of 32 miles: also erect tanks and retorts in St. Louis. Address care of Geo. D. Markham. This company was reported incorporated last November with \$100,000 capital to drill for oil, gas, etc.

St. Louis—Lumber Company.—Massengale Lumber Co. has been incorporated, with \$20,000 capital stock, by John E. Massengale, William H. Richardson and James R. Massengale.

St. Louis-Lead and Zinc Mines.—Milton C. Brown, Henry W. Barth and Joseph J. Haner have incorporated the St. Francois County Lead & Zinc Co. with \$10,000 capital stock to develop lead and zinc mines.

St. Louis-Realty Company.—L. R. Carter, C. L. Carter, William M. Price, Joseph W. Lewis of St. Louis and S. P. Silver of Lexington, Mo., have incorporated the Silver Land & Timber Co., with \$5000 capital stock.

St. Louis—Printing Plant.—Rower Printing Co. has been incorporated, with \$2500 capital stock, by George Rower, Charlotte Rower and associates.

St. Louis—Printing Plant.—Incorporated: Britt Publishing Co., with \$12,000 capital stock, by Thomas J. Britt, Earl R. Britt and associates, to conduct a printing and publishing business.

St. Louis—Sewing Machines.—New York Sewing Machine Co. has been incorporated, with \$25,000 capital stock, by Robert Cleland, Mary Cleland and Philip Fischer, to manufacture and deal in sewing machines.

St. Louis—Automobile Works.—Automobile Exchange & Supply Co. has incorporated with \$5000 capital stock to manufacture and deal in automobiles; incorporators, A. L. Dyke, C. J. Dyke and Charles Peters.

St. Louis-Fire-extinguisher Factory.—Incorporated: The Frank & St. Gemm Manufacturing Co., with \$10,000 capital stock, by Wm. Frank, Frank St. Gemm of St. Louis, Albert Heege, Ernest M. Warfield, Richard H. Stevens, Charles A. Autenrieth and John W. McElhinny of Clayton, Mo., to manufacture fire extinguishers.

St. Louis—Incubator Factory.—Geo. Hacker, Charles N. Guhman and Matthew C. Guhman have incorporated the Hacker Incubator & Manufacturing Co. with \$6000 capital stock to manufacture and deal in incubators, farm supplies, etc.

St. Louis — Engineering and Construction Company.—Broderick & Wind Engineering & Construction Co. has been incorporated with \$200,000 capital stock by John C. Broderick, Anton Wind and James R. Broderick to do a general engineering, contracting and construction business.

St. Louis—Drug Factory.—Louis A. Basso, Edgar S. Waer and H. Akiyama have incorporated the Jap-Amer Pharmacal Co. with \$20,000 capital stock to manufacture and deal in drugs, chemicals, etc.

St. Louis — Planing Mill. — Incorporated:
Blunck Bros. Planing Mill Co., with \$40,000
capital stock, by Wm. H. Blunck, Joseph J.
Blunck and Henry Blunck, to operate planing

NORTH CAROLINA.

Asheville—Mica Mining.—W. Vance Brown. P. H. Abernathy and A. S. Barnard have incorporated the Mica Mining Co., with \$1000 capital stock, and privilege of increasing to \$10,000, to mine and deal in mica.

Asheville—Drug Company.—Ward Drug Cohas been incorporated, with \$15,000 capital stock, by Fred Ward and others.

Charlotte-Printing Plant.-Chartered: Ray Printing Co., with \$10,000 capital stock, by A. H. Washburn, J. M. Oldham and C. M. Ray.

Durham — Mercantile.—The Markham-Stephens Company has been incorporated, with an authorized capital stock of \$10.000, by J. C. Markham and associates.

Gray-Lumber Company.—The Gray Lumber Co. will be organized to deal in lumber.

Lenoir—Ice Factory.—Reports state that O. P. Lutz contemplates erecting ice factory.

Merry Oaks — Hosiery Mill.—Incorporated: The Merry Oaks Hosiery Co., capital stock \$3000, by A. W. Huntley, M. J. Boling, J. E. Gunter and others.

Pomona—Greenhouses.—The J. Van Lindley Nursery Co. is having plans prepared for the erection of two new greenhouses this spring and summer for the production of cut flowers. Arrangements are also being made for increasing the nursery planting at Pomona and Kernersville, N. C.

Ramseur — Furniture Factory. — The Ramseur Furniture Co, has been incorporated with an authorized capital stock of \$25,000 by O. T. Leonard, A. W. E. Capel and others.

Salisbury — Sand-lime-brick and Concrete-block Works.—It is proposed to establish plant for the manufacture of sand-lime brick and concrete block, and Edward I. Frost, secretary Chamber of Commerce, can give

Shelby-Monazite Mines.—J. Warren Clenhall and W. G. Head have located in Shelby, representing Joseph Tysoe and associates of London, England, reported in December as having purchased 30 acres of land containing monazite deposits; they will arrange for developments.

Tryon.—Incorporated: The Cobb Company, with \$5000 capital stock, by George B. Cobb and associates.

Waynesville — Tannery, — The Junaluska Leather Co, is erecting several buildings at its plant; main building 25x50 feet. C. J. Nelson of Knoxville, Tenn., is superintendent of construction.

SOUTH CAROLINA.

Camden—Gold Mining.—Charles C. Levy and John Wilson Brown of 11½ East Pleasant street, Baltimore, Md., are installing machinery at the Davis gold mine in West Wateree, 14 miles from Camden, preparatory to operating. Mr. Brown was reported last month as having purchased gold-mining properties near Camden.

Charleston — Poultry Company. — Palace Poultry Co. has incorporated with \$3900 capital stock. J. T. Snelson is president and treasurer, and B. H. Rutledge, secretary.

Chester—Gas-lighting Plant.—A. H. Green & Son, Nicholson Hotel, will install a 75light gasoline or acetylene-gas plant.*

Columbia — Woodworking Plant. — Thomas Woodworking Shop. Hasell Thomas, proprietor, will creet two buildings 80x80 feet and 5x50 feet, of corrugated fron, replacing building reported burned last month. Machinery has been nurchased.

Georgetown-Fruit Company.-C. C. Scurrey and L. C. Registrer have incorporated the Georgetown Fruit Co. with \$3000 capital

Greenwood — Mercantile. — Incorporated :

Lipscomb-Arthur Company, with \$10,000 capital stock. E. L. Lipscomb is president and treasurer, and E. J. Arthur, secretary.

Sumter — Building-supply Company.—Kennedy Building Supply Co. has been incorporated with \$20,000 capital stock by A. J. China, D. D. Moise and others.

TENNESSEE

Bells—Real Estate.—The Bells Real Estate & Investment Co., recently organized with \$10,000 capital stock, has purchased 13 acres of land, which will be divided into building lots.

Bristol — Electric-light Plant, — City has granted franchise to Edward Durham of Philadelphia, Pa., and William B. Cutler of Buffalo, N. Y., to construct and operate electric-light plant.

Byington—Oil Wells.—It is reported that John W. Huddleston is organizing stock company to develop oil recently discovered on his property.

Chattanooga—Pump Works, Foundry, etc. The Herron-Brady Pump & Foundry Co, will increase capital stock from \$199,000 to \$150,000.

Chattanoga — Iron Furnace. — The Chattanooga Blast Furnace Co. has been incorporated with \$225,000 capital stock by C. E. Buck, John Dowling, G. N. Henson, S. M. Chambliss and H. Bond to operate furnace reported last week to be built at the foot of Cameron Hill, replacing the old Chattanooga furnace. About \$100,000 will be expended and the plant will have a daily capacity of 125 tons.

Collierville—Electric-light Plant.—Town has voted affirmatively the proposed bond issue for the construction of electric-light plant. Address Town Clerk.

Columbia — Canning Factory. — A company has been organized with Horace Rainey, president, and J. J. Wilson, general manager, for the establishment of canning factory.

Greenville—Tobacco Factory.—The Greenville Tobacco Manufacturing Co. and the Campbell Tobacco Factory nave consolidated and elected J. W. Willis, president; W. A. Jones, vice-president; W. P. Campbell, secretary, and W. H. O'Keefe, business manager; authorized capital stock \$50,000; yearly capacity 1,000,000 pounds.

Jackson — Woodworking Plant. — Jackson Powel Co., reported incorporated last week with \$25,000 capital stock to establish plant for manufacturing dowels and other wooden specialties, will erect building 90x130 feet, to be equipped with necessary machinery, etc.

Jefferson City—Electric-light Plant.—The Jefferson City Electric Co., whose plant was previously reported burned, has purchased site on which to erect new power station, but machinery will not be installed before the first of 1906. Arrangements have been made for furnishing light and power temporarily; C. E. Cole, secretary.

Johnson City-Water-works and Electriclight Plant.—The city will petition the legislature for permission to issue \$250,000 of bonds for the construction of or the purchase of local water-works, and \$50,000 for the erection of electric-light plant. Address The Mayor.

Johnson City-Woodworking Plant.-T. J. Galloway & Co., manufacturers of insulator pins and other articles of wood, will erect one story building 80x10 feet. This plant was previously referred to.

Knoxville—Basket Works.—Reports state that the Knoxville Basket Co. will increase the capacity of its plant.

Lafollette — Mill and Grain Company.— Chartered: The Lafollette Mill & Grain Co., with \$3900 capital stock, by John W. Reed, G. W. Grass, Coon C. Grass, Wm. Grass, C. C. Sharp and others.

Memphis—Chemical Works.—The Webster-Warnock Chemical Co. will increase capital stock from \$25,000 to \$50,000,

Monterey—Oil Wells.—O. H. Anderson, Geo. N. Welch, T. E. Goff, W. B. Ray and W. C. Officer have incorporated the Monterey Oil Co. with \$25,000 capital stock to drill for oil.

Nashville — Grain Elevator. — The Liberty Mills will erect a steel and concrete grain elevator, replacing structure reported burned last month at a loss of \$75,000. The building will have a capacity of from 75,000 to 100,000 bushels and will be equipped with weighing apparatus to include self-registering scales for weighing the grain on the cars and scales for automatically weighing it as it passes into the elevator. A 1500-horse-power engine will also be installed, for which the contract has been let. The Kahn Concrete Construction Co. of New York, N. Y., and the John Metcalf Company of Chicago. Ill., have been invited to bid on the

construction.

Nashville—Printing Plant.—The Methodist
Publishing House has had plans prepared

for a \$100,000 building to be erected at Ninth avenue and Broad street.

Petros — Electric-light Plant, — The Big Brushy Mountain Coal & Coke Co., which re-cently installed an electric-light plant at its mines, is arranging for extending its lines s as to furnish the town with lights, Wood of Harriman, Tenn., is preside

Talbott—Flour and Cornmeal Mill.—Reports state that the Acme Milling Co. will make extensive improvements to its plant, installing new machinery, including a new boiler and engine of 125 horse-power and adding 1000-bushel cornmeal mill; new buildings will also be erected.

Tazewell-Lead and Zinc Mines.-Judge L. I. Brister, W. B. Price and associates of Cincinnati, Ohio, have organized company with \$400,000 capital stock for the develop ment of 700 acres of land containing lead and zinc, including the old Straight Creek mines. A smelting and concentrating plant will be installed.

Tracy City-Ice Factory.-A. L. Totten, it reported, contemplates building ice fac

Winchester - Oil Wells. - The Tenne Petroleum Co. has leased 10,000 acres of land near Winchester and is arranging to sink several test wells.

TEXAS.

Beaumont—Shipbuilding Plant.—It is re-ported that H. W. Coffin of Addison, Maine, contemplates establishing shipbuilding plant.

Relton — Creamery, — Reports state that a reamery will be established and J. R. Donnell is promoting the enterprise.

Brownwood-Grocery Company G. W. Cox and associates have incorporated the Adams Grocery Co., with \$150,000 capital stock.

Cuero-Overall Factory.-It is reported that the Cuero Cotton Mills will establish everall factory; power to be obtained from the Guadalupe river.

Dallas - Lumber Company.—Incorporated: Lingo Lumber Co., with \$40,000 capital stock, by E. H. Lingo, W. J. Leeper and E. V. Mumpower, all of Denison, Texas.

Dallas-Publishing.-Implement & Vehicle Journal Co. has been incorporated with \$25,000 capital stock by M. L. Sammons, A. B. Taber and W. W. Sammons.

Dallas-Publishing.-M. S. Sammons. W. W. Sammons and Walter Jackson have in-corporated the Texas Trade Review, with 850,000 capital stock.

Dallas-Printing Plant.-Egan turing Co. has been incorporated, with \$10,000 capital stock, by A. L. Egan, J. E. Walker and R. S. Waldron.

Dallas-Paint Factory.—Sinclair Paint & tolor Co. has been incorporated with \$100,000 capital stock by W. J. Waugh of Lincoln, Neb.; J. E. Powers of Salina, Kan., and As soon as site is secured build associates. ng will be erected.

Dawson-Cottonseed-oil Mill.-The Dawso Cotton Oil Co., reported incorporated last week with \$30,000 capital stock, has pur-chased the oil-mill property of J. A. Buck-ing, walch will be operated; daily capacity

Dripping Springs-Telephone System.-The Interurban Telephone Co. has been incorporated with \$10,000 capital stock by R. E. Spaw, A. L. Davis and G. H. McCuistian.

Eagle Lake—Caunery.—The A. Bird Cauning Co., previously reported incorporated with \$10,000 capital stock, will establish can nery which will be equipped for a daily pacity of 25,000 cans. A. Bird is engineer A Bird is engineer in

El Paso-Woolen Mill.-W. J. Denigan of Peru, Ind., has made a proposition to the Chamber of Commerce for the erection of a woolen mill in El Paso.

El Paso - Dam Construction. - John M. O'Rourke & Co. of Galveston, Texas, are the west bidders at \$1.147,000 for building the Roosevelt dam to impound the waters of upper Salt river for irrigation purposes.

El Paso-Brick Works.—A correspondent states that J. H. McKnight of 123 West 27th street, Los Angeles, Cal., contemplates estab-lishing plant for the manufacture of firelishing plant for brick at El Paso.

Fort Stockton—Bridge,—Pecos county has let contract to the Texas Bridge Co., Dallas, Texas, for building proposed bridge over the Pecos river; structure to be 325 feet long, with 125-foot steel span; cost \$6000.

Fort Worth—Box Factory.—Reports state that J. K. Warren of the Cummer Folding Box Co. of Cadillac, Mich., is investigating with a view to establishing box factory.

Fort Worth-Commission Company.-Mor Commission Co. has been incorporated with \$2500 capital stock by S. E. Morrison, Ed Levy and William Brown.

Granbury-Water-works .- City has granted

franchise to the Frisco Ice & Light Co. to construct water works system, and work on the plant will begin at once.

Grapevine—Telephone System.—Grapevine Telephone Co. has been incorporated, with \$2500 capital stock, by J. E. Faust, A. L. Winfrey and J. N. Clements.

Hamilton-Electric-light and Ice Plant. A. McSpaddon, J. A. Muhl and C. Schu werth have incorporated the Hamilton Light & Ice Co., with \$20,000 capital stock.

Houston-Oil Wells.-Incorporated: Colnan Oil Co., with \$10,000 capital stock, by W., Coleman, W. W. Fondren and G. C. Wood of Beaumont, Texas, to drill for oil,

Houston - Gas-plant Improvements. Houston Gas Co. will be reorganized, the stock increased from \$400,000 \$1,200,000 and extensive improvements made to the plant, including the extension of gas mains

Houston-Saddle Factory.-Reports state that John Stratton of Cuero, Texas, is in-vestigating with a view to establishing sad-It is proposed to invest \$100,000.

Kaufman-Mill Company.-Kaufman Coun Kaufman—Mill Company.—Kaufman Coun-try Mill Co. has been incorporated, with \$15, 500 capital stock, to construct and operate mills, elevators, cotton compresses, gins, warehouses, etc., by J. B. Anthony, J. B. Porter and E. M. Friend, all of Terrell,

La Grange-Kaolin Mines - Charles Elfres The Grange-Raolin Mines.—Charles Edites, frustee, of New Jersey, has purchased from H. Leitenberg the mineral rights on 1100 heres of land containing kaolin, clays and imice dust, and arrangements will be made once for development.

Lockhart-Oil Wells,-J. W. Shoaf and as ciates have organized the Magnetic Oil Co.

Mart.—Incorporated: Jackson-Tatum Company, with \$10,000 capital stock, by B. W. Jackson, J. D. Jackson and H. W. Tatum.

Nacogdoches—Mercantile.—W. W. Perkins and others have incorporated as Perkins, Kleas & Mast, with \$25,000 capital stock.

North Fort Worth-Water-works.-City is granging for the construction of prope arranging for the construction of proposed water-works and bids will be received until March 25. Address L. G. Pritchard, mayor.*

Orange—Telephone System.—Orange-Newton Telephone Co., recently incorporated, has completed organization with F. H. Farwell, president; E. W. Brown, vice president; E. R. Webber, secretary, and A. M. H. Stark, treasurer. The contract has been let to S. M. Depew for the construction of telephone system from Orange to Stark, La.

San Antonio-Lumber Company.-B. B. Hail, L. E. Kuhne and E. R. Jackson have orated the B. B. Hall Lumber Co., \$20,000 capital stock.

San Antonio-Public Improvements.-City has voted affirmatively the proposed issuance of \$43,000 of bonds for improvement work. Address The Mayor.

San Antonio-Live-stock Company.—Incorporated: Alamo Commission Co., with \$10,000 capital stock, by T. E. Dougherty, B. Y porated: erty, Hart Mussey, Jr., T. A. Eldridge sociates, to deal in live-stock.

Sonora-Electric light and Ice Plant. Hurst Bros. are arranging for the establish-ment of electric light plant and 10-ton Ice

Texarkana—Water Company.—The Texar-kana Springs Water Co. has increased cap-ital stock from \$10,000 to \$15,000.

Waxahachie-Cotton Gin.-F. M. Weaver Fort Worth, Texas, will erect cotton gin and install a battery of six or eight ginstands; building will be of brick.

Zephyr — Mercantile. — J. W. Hewett and others have incorporated the Zephyr Mer-cantile Co. with \$10,000 capital stock.

VIRGINIA.

Culpeper-Ice Plant.-Geo. F. Major and Dr. Nalle will establish ice plant with a daily capacity of eight tons. Machinery has een purchased.

Danville—Smelting Plant.—It is reported that Alfred S. Wright of Philadelphia, Pa., will organize a stock company to build a smelting plant at Danville for smelting ores from the mines at Virgilina, Va., and in South Carolina. It is proposed to treat gold, sliver, copper and other ores, and utilize any by products obtainable.

Fredericksburg - Excelsior Factory.-Char-The Consolidated Excelsion Co. tered: The Consolidated Excelsior Co. of Virginia, with W. H. Peden of Fredericks-burg, president: Irby Moncure of Black-stone, Va., vice president: Franklin Stearns of Glen Allen, Va., secretary-treasurer, and D. Scott Quintin of Philadelphia, Pa., gen-eral manager, to establish plant for the man-afacture of excelsion.

Norfolk-Electric-light Conduits.-The Nor- Bolich, engineer

folk Railway & Light Co. has about cou pleted arrangements for its underground conduit system. About 10 miles of electric lighting wires will be laid and 350,000 terra cotta ducts. It is stated that contract for the work has been let.

Norfolk-Amusement Company.-The Les ter Park Amusement Co. has been incorpe ded with D. F. Appenzeller, president, a L. Lester, vice-president; capital sto

Roanoke-Distillery, etc.-The Casper Com pany, Inc., of Winston-Salem, N. C., will, reported last week, remove plant to Roano about July 1. Two distilleries will be erected with a daily capacity of, respectively, 20 bushels and 50 bushels; four warehouses heated by steam; five-story building 60x12 feet, to be used as rectifying and bottlin. About \$100,000 will be invested.

Suffolk—Printing Plant.—W. L. McCloud will establish printing plant. It is reported the machinery has been purchased.

WEST VIRGINIA.

WEST VIRGINIA.

Beckley—Coal-mining, Coal Tipples, etc.—
The Mabscott Coal Co. has reorganized with
P. M. Snyder of Mt. Hope, W. Va., president; S. Dixon, vice-president; J. W. Smiley,
secretary-treasurer, and Floyd Walker of
Harvey, W. Va., general manager. The company will expend several thousand dollars in
improvements, providing additional facilities for developing 500 acres of coal land
which it owns; new tipples and a new store
and office building will be erected.

Charleston — Lumber Company — Incorpo-

Charleston - Lumber Company. - Incorporated: Mountain City Lumber Co., with \$50,000 capital stock, by James F. Flynn, G. M. Flynn, J. A. Flynn, Jennie M. Flynn and D. K. Flynn.

D. K. Flynn.

Clarksburg — Drug Factory, — Chartered:
Clarksburg Drug Co., with \$50,000 expital
stock, by F. B. Haymaker, Geo. C. Stone, C.
D. Sturm, Hugh R. Jarvis and Dr. Timberlake, to manufacture and deal in drugs and chemicals.

Clarksburg — Construction Company.—The Interstate Development Co., reported last week as chartered, will engage in the con week as chartered, will engage in the con-struction of buildings and telephone lines; later the company contemplates dealing in coal and timber lands and manufacturing artificial stone. The present capital stock of \$25,000 will be increased. Frank S. White, Ilox 130, is president.*

Corinth-Coal Washer,-The Oakland & Coke Co. has let contract to W. A. Liller of Keyser, W. Va., for the erection of coal washer 50x100 feet at foundation and 75 feet high. The plant will be equipped with the high. st modern machinery.

Edgington — Coal-mining. — Reports — state that Wm. Dieringer and Elzie Green are in stalling machinery and equipment prepara tory to the extensive development of coa-mines on their property. A large storehouse will also be erected.

Fairmont - Water Norks. - The city has voted the proposed \$225,000 bond issue for the construction of water-works. Address The

Morgantown — Glass stopper Union Stopper Co., C. N. Brisco, president, is having plans prepared by H. L. Dixson Com-pany of Pittsburg, Pa., for the erection of building 280x80 feet to be equipped for the nanufacture of glass stoppers; about \$100.0 will be invested. Mr. Brisco was reported last month under Martinsburg, W. Va., as investigating site for the establishment of

Pawpaw—Telephone System.—H. W. Miller, J. C. McKown of Pawpaw, G. P. Miller of Romsel, W. Va.; G. A. McKown and W. H. Thomas of Martinsburg, W. Va., have in corporated the Manhattan State & Cumber-land Telephone Co. with \$5000 capital stock

Wheeling-Drug Company.-John Coleman Company has been incorporated, with \$25,000 capital stock, by John Coleman. Fred Guel-ker, Louis Surania, Phillip Schnopp and Rose Coleman

INDIAN TERRITORY.

Ardmore — Canning Factory. — Moore & Woodberry, representing Chicago (III.) parties, will shortly begin the erection of canning factory to cost \$8500. The plant will be equipped for a daily capacity of 20,000 cans.

Bokchito-Cotton Gin.-N. A. Sims of Durant, I. T., is reported as to establish cotton

Boswell-Cotton Gin.-Reports state W. L. Harris and J. M. Stone of Durant, I. T., will establish cotton gin.

Fort Gibson-Water power-Electric Plant.— It is reported that a \$1,000,000 plant will be built on the Grand river for the transmission of power by electricity, and surveys are be under the supervision of D.

Marietta - Electric-light Plant .- City has inted franchise to J. B. Hutchens to erect lectric-light plant.

OKLAHOMA TERRITORY.

Carnegie — Mercantile. — C. P. White and others have incorporated the Farmers' Co-operative Mercantile Co., with \$5000 capital

Cleveland-Oil and Gas Wells.-The Eureke Oll & Gas Co. has incorporated, with \$600,000 capital stock: incorporators, R. E. Bogby, Edward Ryan and W. W. Woolsey,

Helena-Milling and Elevator Company. The Helena Milling & Elevator Co. has been incorporated by T. R. Harris, P. V. Immelt of Helena, William Berrien of Camp Point, Ill.; Charles and George Hirth of Quincy, Ill.

Lawton - Flour Mill. - Reports state that V. J. Arthur of Edmond, O. T., is erecting our mill.

Oklahoma City - Canning Factory. -Castings Industrial Co. of Chicago, III., has parchased site on which to erect \$20,000 ranning factory. Capacity will be 20,000 rans every 10 hours.

Waynoka-Telephone System.-The Waynoka Telephone Co, has been incorporated, with \$10,000 capital stock, by J. A. Green, Scranman, G. F. Chestnut and D. P. Mc-

BURNED.

Appleby, Texas.—Johnson & Boatman's cot-on gin, grist and shingle mill; loss \$1500.

Bakerton, W. Va. - Washington Building Lime Co.'s plant : loss \$10,000.

Bartlett, Texas.-The Texas Cotton Prodcts Co.'s plant : loss \$10,000.

Bryan, Texas,-The Bryan Cotton Oil Co.'s nill: loss \$60,000.

Caney, Ky .- The Hotel Day; loss \$4000.

Charlotte, Tenn.-The Charlotte Stave & Lumber Co.'s plant; loss \$1500.

Cumberland, Md.-Maryland Rail Co.'u offer house, tool shop and blacksmith shop n South Cumberland.

Girard, Ala. - Chattaboochee Chemical & Mining Co.; loss \$25,000.

Fuquay Springs, N. C.—The Cottage Hotel and Blanchard House. Hampton, Va. — Queen Street Baptist hurch; loss \$33,000. Address The Pastor.

ilelron, Md.-Freeny Bros.' shirt factory;

Jacksonville, Fla.-Municipal electric-light lant damaged by explosion; loss \$3000 Knoxville, Tenn.-Home Steam Laundry:

Lexington, Ky .- J. Percy Scott's hemp fac-

Macon, Ga.-Henry J. Lamar's residence:

Madisonville, Texas .- The Shapiro Hotel;

Milledgeville, Ga,-T. E. Pugh's cotton gin. Mt. Olive, Miss.-The Tyrone Hotel; loss

New Orleans, La.-Schutten & Fallon's arble works: loss \$10,000

New Orleans, La.-The Weckerling Brewloss \$200,000, Rogers Station, Md. (P. O. Baltimore)

ontia Mineral Springs Co.'s building; loss

Rome, Ga.—Davis Foundry & Machine Co.'s works in West Rome; loss \$9000. Slaughter, La.-H. D. Moore's cotton gin;

Tuscaloosa, Ala.—Opera-house owned by H. II. Leland and M. T. Ormond.

BUILDING MOTES.

*Means machinery, proposals or supplied are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Albany, Ga.-Church.-Baptist congregation ontemplates erecting \$15,000 edifice. Address The Pastor.

Atlanta, Ga.-Hospital.-E. L. Akin & Co. have contract to remodel building as Metho-dist hospital. A third story will be added and other improvements made at a cost of \$11,000. Morgan & Dillon prepared the plans.

Atlanta, Ga.-Masonic Temple.-The Ma-mic Temple Co. has purchased site at Cain and Peachtree streets on which to erect \$100,000 building previously reported. Ad-dress Hoke Smith, president.

Atlanta, Ga. - Store Building.-John E. Murphy has purchased site on which to erect five or six-story building.

Beaumont, Texas-Business Building.—W. F. Treadaway has let contract for improvements to be made to the Treadaway-Junker Building at a cost of \$7000; improvements to include the installation of electric lights, steam heat, elevator and all modern facilities.

Berkley, Va.-Store Building.-J. R. Williams will erect two-story brick building.

Birmingham, Ala. — Hotel. — W. H. Woodward and associates, reported last week as having purchased site on which to erect 12-story brick and steel hotel to cost \$500,000, have organized the Jefferson Hotel Co. with \$125,000 capital stock.

Charleston, W. Va.—Business Block.—Ruffner Bros. will erect five-story business block.

Charleston, W. Va.—Lodge Building.—Elks Building Association, recently incorporated with \$25,000 capital stock, has purchased the Germania Hall building and will expend \$10,000 in remodeling as lodge building. W. H. Lohmeyer is president.

Charlotte, N. C.—Library Building.—W. W. Smith has contract at \$2063.88 for the erection of proposed library building at 2d and Brevard streets after plans by Hook & Sawyer.

Charlotte, N. C.—Store Building.—Thomas W. Hawkins will erect two-story brick building, 31x80 feet.

Charlottesville, Va.—Store Building.—T. E. Powers of Moormans River, Va., has had plans prepared by N. T. Wingfield for a three-story building, 40x110 feet.

Chattanooga, Tenn.—Store Building.—The S. H. Kress Company will expend \$8000 in remodeling building at 606-608 Market street.

Chattanooga, Tenn. — Apartment-house. — George C. Long of Buffalo, N. Y., has contract at \$107,000 for the erection of five-story brick and stone apartment-house for J. I. Lupton, 511 East 4th street, previously reported; to be equipped with steam heat, gas and electric lights. W. T. Downing prepared the plans.

Columbia, S. C.—Hospital.—A. Ryan has contract to erect proposed \$20,000 building for the Columbia Hospital after plans by Shand & LaFaye, 1328 Main street.

Columbus, Ga.—Warehouse.—Barlow Bros. have contract to erect warehouse for the Dan Joseph Company previously reported; to be one story, 70x140 feet.

Columbia, S. C. — Cottages. — C. K. Oliver will erect a number of operatives' cottages, replacing those recently destroyed by fire at Brookland.

Corsicana, Texas — Courthouse. — Commissioners' Court of Navarro county, Corsicana, Texas, will-receive hids until April 15 for the erection of courthouse in accordance with plans and specifications on file with the county clerk, Corsicana, and J. E. Flanders, architect, Dallas, Texas. Proposals to be on forms obtained from the architect and accompanied with a certified check for \$2000 payable to C. L. Jester, county judge. Usual rights reserved.

Cuero, Texas—Jail.—De Witt county will vote March 23 on the issuance of \$22,000 of bonds for the erection of jail. Address County Clerk.

Cumberland, Md.—Theater.—The Theater Construction Co. of New York, N. Y., has had plans prepared by Fred W. Elliott of Columbus, Ohio, for proposed three-story brick, stone and steel theater.

Dallas, Texas—Apartment-house.—A permit has been secured for the erection of \$7000 addition to the Majestic Apartment-House.

Dallas, Texas—Store Building,—The M. P. Exline Company has purchased site on which to erect the five-story building previously reported.

Dickson, Tenn. — Opera-house. — John M. Smith has purchased site on which to erect opera-house.

Dyersburg, Tenn. — Opera-house. — Scott & King contemplate organizing stock company for rebuilding opera-house reported burned last week at a loss of \$15,000. Site will be purchased.

Dyersburg, Tenn.—Store Building.—Scott & King will erect four-story building on the site of opera-house reported burned last

Elm Grove, W. Va.—Warehouse.—Atchison & Terrell have let contract to J. W. Degarmo for the erection of two-story warehouse 35x 90 feet.

Elm Grove, W. Va. — Dwelling. — Anthony Dusch will erect brick and stone residence at a cost of \$8900, and contract for construction will shortly be let.

Fayetteville. Ark.—Church.—First Baptist Church will erect edifice of artificial stone 60x100 feet, heated with hot air and costing \$12.000. Architect has not been engaged.

Fort Oglethorpe (P.O. Chattanooga, Tenn.), Ga.—Drill and Riding Hall.—Capt. Courtland Nixon, constructing quartermaster, and associates are organizing company for the erection of \$10,000 drill and riding hall.

Fort Stockton, Texas—Jail.—Pecos County Commissioners will consider the erection of jail building at the May term; John M. Odom, county judge.

Georgetown, Ky. — Business Building. — Louis Pieri is arranging for the erection of a modern business building.

Glasgow, Ky.—Jail.—Barren county contemplates erecting jail building. Address County Clerk.

Goodall, Fla.—Apartment-house.—Dr. John A. Van Valzah of Daytonn, Fla., reported last week as to build apartment-house, will erect three-story building of artificial stone 50x82 feet, heated by steam and lighted by electricity, tile roof; cost \$20,000. The work will be under the supervision of Contractor Johnson.*

Greensboro, Md.—Bank Building.—The Caroline County Bank has purchased site on which to erect bank building.

Hot Springs, Ark.—Store Building.—Sheriff Williams, it is reported, will erect \$20,000 store building to replace structure recently burned.

Hotel, reported burned last week, will be rebuilt at a cost of \$100,000.

Hot Springs, Ark.—Courthouse and Jall.— Garland county will rebuild courthouse and jall reported burned last week, and plans are being prepared by W. R. Parsons & Son Company, Des Moines, Iowa.

Houston, Texas—Store Building.—The Waddell Furniture Co. has accepted plans by Cook & Co. for improvements to store building at a cost of \$40,000; three additional stories will be added.

Houston, Texas—Fire Station.—A Lipper, city secretary, will open bids March 13 for the construction of two-story brick fire station according to plans and specifications on file in office of S. A. Oliver & Co., architects, 311½ San Jacinto street. Certified check for \$500 on a Houston bank must accompany each bid. City reserves usual rights.

Jackson, Miss. — Bank Building. — Hugger Bros. of Montgomery, Aln., have contract to erect proposed three-story building for the Capitol National Bank.

Jackson, Miss.—Institution Building.—P. J. Krouse of Meridian, Miss., is preparing plans for \$30,000 building for the Methodist Orphanage previously mentioned, and bids for the construction will shortly be asked.

Jackson, Miss.—Business Building.—Martin & Gaddls will erect four story brick building

Kansas City, Mo.—Automobile Garage.— John T. Neil has contract to erect one-story brick building at 1108 to 1114 East 15th street for Doddridge & Duncan.

Kansas City, Mo.—Apartment-houses.—Dr. J. A. McMasters, 1309 East 9th street, has let contract to Matt O'Connell for the erection of two three-story apartment-houses at a cost of \$25,000 each.

Kansas City, Mo.-Dwelling.-E. D. Ashley has permit to erect two-story brick residence

Kansas City, Mo.—Apartment-house.—D. A. Frank has permit to erect three-story brick apartment-house at 3800 to 3815 Walnut street at a cost of \$20,000.

Knoxville, Tenn.—College Building.—Barber & Klutz have completed plans for proposed college building at Kimberlin Heights, replacing structure recently burned; building to be three stories, of brick, 88x136 feet.

Knoxville, Tenn.—Dwellings.—W. E. Brown of Augusta, Kans., is having plans prepared by Barber & Klutz for the erection of residence. Same architects will prepare plans for residence for John T. Heard of Sedaila, Mo.

Knoxville, Tenn. - Dwelling. - Baumann Bros. have completed plans for residence for M. F. Rourke.

Knoxville, Tenn.—Store Building.—A. J. Cloyd has contract to erect proposed five story brick building for the Woodruff Hardware Co. after plans by Baumann Bros.

Lawrenceburg, Ky. — Church. — The Lawrenceburg Presbyterian Church will rebuild edifice reported burned last week at a loss of \$10,000. Architect has not been engaged; L. Humphreys, pastor.

Lumberton, N. C.—Warehouse.—Caldwell & Carlyle will build during the summer brick warehouse, 50x200 feet, equipped with automatic sprinkler system. This company's warehouse was reported last week as burned.*

Lynchburg, Va. — Fire Station. — Plans by Lewis & Burnham have been accepted for proposed two-story brick fire station, 42x65 feet. Macon, Ga.—Dwelling.—Henry J. Lamar will replace dwelling burned by a \$15,000 brick residence.

Marion, Va.—Courthouse.—Bids will be received until April 12 for the erection of Smyth county courthouse in accordance with plans and specifications on file at Marion, Va., and at the office of Frank P. Milburn, architect, Columbia, S. C. For circular of particulars address J. P. Sheffey, Jr., secretary building committee, Marion, Va.

Marlin, Texas—Dwelling.—Mrs. V. C. Billingsley is having plans prepared by W. W. Dudley of Waco, Texas, for the erection of \$5000 residence. Bids for the construction will be received about April 1.

Memphis, Tenn. — Business Building.—The Snowden estate will erect three-story business building with stone front at Main and Washington streets.

Memphis, Tenn.—Hospital.—A site has been purchased at Union and Middle streets on which to erect proposed Woman's Hospital to cost about \$40,000 after plans by Meyer Sturm of Chicago, III. Mrs. W. S. Crawford is chairman of board of lady managers.

Montgomery, Ala.—Warehouse.—The Roman Cotton Co. is having plans prepared for the erection of \$50,000 cotton warehouse.

Montgomery, Ala.—Church.—Contract has been let for the erection of proposed edifice for the First Baptist Church after plans by G. L. Norrman of Atlanta, Ga. C. A. Stakley, D. D., is pastor.

Mt. Sterling, Ky.—Business Building.—Car roll C. Chenault has let contract for the erection of two-story business building.

Mt. Sterling, Ky. — Lodge Building. — The Odd Fellows' lodge is arranging for the erection of \$25,000 building; to be three stories, of brick and stone.

Nashville, Tenn. — College Building. — Belmont College is arranging for the erection of \$30,000 addition.

Nashville, Tenn. — Dwellings. — R. H. Mc-Gavock will erect two-story brick residence at a cost of \$6000. Thomas J. Mann has permit to erect two-story brick residence to cost \$5000.

Nashville, Tenn.—Business Building.—Marshall & Bruce Company is having plans prepared by J. H. Yeaman for the erection of four-story building of pressed brick and stone, 70x175 feet, to cost \$75,000.

New Martinsville, W. Va.—Masonic Temple.—F. W. Clark, president Wetzel Lodge Masonic Association, New Martinsville, will receive bids until March 25 for the erection of Masonic Temple; to be four stories, of brick and stone. Plans and specifications may be seen at office of J. P. Chapin, architect, New Martinsville. Certified check for \$500 must accompany each bid. Usual rights reserved.

New Orleans, La.—Store Building.—Louis P. Rice will erect six or seven-story building. 80x130 feet, to be occupied by the Williams-Richardson Company, Ltd.

Paducab, Ky.—Store Building.—Niemann & Acree have contract to erect three-story build ing for M. Livingston & Co., previously reported: cost \$10,000.

Pensacola, Fia.—Theater.—Bids are to be taken at once for the erection of proposed theater: to be constructed of brick and stone, galvanized fron, fron columns, metal roof, ornamental work for boxes and balcony front, seats for 1500 persons, stage fittings, scenery, etc.; Ausfeld, Chapman & Frederic, architects in charge.

New Orleans, La.—Hotel Improvements.— Toledano & Wogan of New Orleans and H. C. Kock of Milwaukee, Wis., are preparing plans for annex previously reported to be built to the Hotel Grunewald, Theodore Grunewald, proprietor. Architects can be addressed in care of the hotel after March 10.

New Orleans, La.—Dwelling.—Charles Durn has purchased site at State street and St. Charles avenue on which to erect residence.

New Orleans, La.—Clubhouse.—The Young Men's Hebrew Association has purchased additional site on which to erect clubhouse, replacing structure recently burned; building to be fireproof and equipped with nata-torium, symnasium, etc.; cost \$200,000. Stone Bros. and Emile Weil have been engaged to prepare the plans.

New Orleans, La. — Store Building. — Abe Meyer has contract to erect proposed sixstory pressed-brick building for Jos. Levy & Bros., 521 Common street; structure to be of mill construction, 60x100 feet.

New Orleans, La.—Store Building.—Stauffer, Eshleman & Co. have purchased site on Canal street on which to erect proposed store building.

Newport News, Va.—Bank Building.—The Newport News National Bank has purchased site at 2612 Washington street and will erect brick building to cost \$12,500. Newport News, Va.—Hotel Improvements. Reports state that C. F. Hundley, manager of the Hotel Newport, will expend \$9000 in improvements to hotel.

Norfolk, Va.—Business Block.—J. F. Barbour & Co. of Roanoke, Va., have contract to erect three-story business block, 50x\$5 feet, of press brick, stone, structural iron and steel work. tin roof and concrete flooring for Thomas & Morton; cost \$11,590; H. H. Huggins, Roanoke, Va., architect.

Norfolk, Va.—City Hall.—A bill has been introduced in the city council to appropriate \$250,000 for the erection of city hall. Address The Mayor.

North Fort Worth (P. O. Fort Worth), Texas — School Building. — City will vote March 28 on the Issuance of \$23,000 of bonds for the erection of school building. Address The Mayor.

Olympia, Ky. — Hotel, etc.—Incorporated: The Olympian Springs Co., with \$60,000 capital stock, and T. T. Forman, president; E. L. Hutchinson, vice-president; Rudolph R. Harting, secretary, and Mat Walton, treasurer. The company has let contract to the Lexington (Ky.) Lumber & Manufacturing Co. for the erection of 55-room hotel after plans by Martin Goertz of Lexington, Ky.; cost \$25,000. Messrs. Harting, Forman and associates were reported in December as having purchased the Olympian Springs property and to erect hotel, etc.*

Palatka, Fla.—Warehouse.—Curran R. Ellis, Macon, Ga., has completed plans, and contract will be let in a few days for the erection of terminal warehouse, 58x154 feet, reported last week to be built by the Georgia Southern & Florida Railway; J. J. Galilard, chief engineer, Macon, Ga.

Richmond, Va. — School Building. — C. P. Walford, clerk and supervisor, Richmond, Va., will receive competitive designs until April 17 for a new high-school building. All designs to be accompanied by plans and general specifications. Committee reserves usual rights. Further information furnished on application.

R'ovista, Texas.—School Building.—The issuance of \$5000 of bonds has been voted for the erection of school building. Architect has not been engaged. Address C. H. Coffman, secretary school board.

Rome, Ga.—Infirmary.—Reports state that Dr. B. D. Austin will build an infirmary, and contract for the construction has been let.

Shawnee, O. T.—Library Building.—C. C. Campbell has contract at \$14,000 for the erection of Carnegie Library building for which S. Wemyss Smith of Fort Worth, Texas, was previously reported as having prepared the plans.

Sherman, Texas—Warehouse.—The Pittman-Harrison Company has let contract for the erection of addition which will give a storage capacity of 125,000 bushels.

Spray, N. C.—Dwelling.—Dr. George A. Mebane will erect residence.

Springfield, Mo.-Warehouse,—Reed & Heckenlively are preparing plans for a \$3000 brick warehouse to be built by the Pabst Brewing Co. of Kansas City, Mo.

Springfield, Mo.—Hotel Improvements.—It is reported that a brick addition with slate roof will be built to the Metropolitan Hotel at a cost of \$10,000.

Springfield, Mo.—Hotel.—J. A. Schmook is reported to erect four-story hotel of press brick with gravel roof to cost \$40,000 at South and Walnut streets.

Springfield, Tenn.—Store Building.—Thompson, Gibel & Asmus, Nashville, Tenn., are preparing plans for store building reported last week to be erected by Iulin, Glenn & Co.; structure to be 96x150 feet.*

St. Augustine, Fla.—Hotel Improvements.— S. C. Edminster has contract to build another story to the St. George Hotel.

St. Louis. Mo.—Store and Office Building. Dan C. Nugent and associates will erect five-story store and office building at a cost of \$100,000.

St. Louis, Mo.—Hospital.—J. L. Wees. 520 Olive street, has completed plans for proposed Evangelical Deaconess' Hospital, to be erected at a cost of \$100,000.

St. Louis, Mo.—Clubhouse.—The Jefferson Club will organize company with \$100,000 capital stock for the erection of clubhouse on site recently purchased at Grand and Laclede avenues. Architects have been engaged.

Terrell, Texas—Church.—The Presbyterian congregation is arranging for the erection of \$10,000 edifice. Address The Pastor.

Tifton, Ga.—Hotel.—It is reported that Irvine Myers and associates will erect \$60,000 hotel on the site of the Hotel Sadie, reported burned last week.

Titusville, Fln.-Hotel.-Northern capitalists, it is reported, will erect \$30,000 hotel, and W. H. McFarland will be manager.

Tyler, Texas—Depots.—It is reported that the St. Louis & Southwestern Railway will erect passenger and freight depots at a cost of \$75,000. Address F. H. Britton, vice-president and general manager, St. Louis, Mo.

Vienna, Ga.—Hotel.—J. P. Heard and associates, previously reported as to organize stock company to erect hotel, have incorporated as the Vienna Hotel Co. and will erect leuilding 56x120 feet.

Watonga, O. T. — Hotel. — J. C. Fisher, Okeene, O. T., will open bids March 15 for the construction of three-story brick hotel, 50x100 feet, at Watonga according to plans and specifications on file in Seymour Foose's office, Watonga, and at the Farmers and Merchants' Bank, Okeene, O. T. Certified check for \$1000 must accompany each bid. Usual rights reserved.

Ybor City (P. O. Tampa), Fin.—Business Building.—Gaetano Cacciatore has let contract to Teasley & Wayne for the erection of two-story brick building.

RAILROAD CONSTRUCTION.

Railways.

Batesville, Ark.—The Missouri, Arkansas & Southern Railroad has been incorporated to build a line through Greene, Lawrence, Sharp and Independence counties, giving Batesville an outlet to the northeast. The directors are Robert W. Earnhart, N. E. Duffy, Lyman F. Reeder, A. T. Evans and W. H. Calloway.

Beaumont, Texas.—Mr. G. F. Keith, president of the Keith Lumber Co., writes the Manufacturers' Record that the line of the Beaumont & Saratoga Transportation Co. will not be extended more than eight miles at present. It is principally for a logging and lumber road. J. H. Broome of Voth, Texas, will be superintendent and engineer.

Beckley, W. Va.—Bids will be received by C. P. Howard, chief engineer, from April 1 to April 15 for grading and masonry on the proposed Tidewater Railway from Sewall's Point, near Norfolk, Va., westward for 100 miles. Work will be let in 20 sections of five miles each. B. T. Elmore, assistant chief engineer, Roanoke, Va., can furnish further information. The city council of Norfolk has passed and the mayor has approved the ordinance appropriating \$35,000 to purchase the right of way, 13 miles long, which the city will give the Tidewater Railway to reach its proposed terminals at Sewalls Point.

Birmingham, Ala.—Reported that Bradley Saunder and others will build a miniature railroad at East Lake.

Bryan, Texas.—Major W. R. Cavitt of Bryan and others are reported interested in a plan to build an electric railway from Bryan to College Station.

Carrollton, Ky.—The Carrollton Commercial Club is reported to be working on a plan to secure a railroad from Carrollton to Worthville.

Chicago, III.—Mr. A. S. Baldwin, engineer of construction Illinois Central Railroad, writes the Manufacturers' Record that the company has just started surveys for the proposed reduction of grades between Princeton and Fulton, Ky.

Chicago, III.—An officer of the Chicago, Burlington & Quincy Railway writes the Manufacturers' Record that he knows nothing about the reports of the extension of the lines of the company from Kansas City to the Gulf of Mexico, and thinks the press reports are premature.

Cleveland, Ohlo.—Reported that J. Francis Le Baron, 812 Park Building, is chief engineer of the proposed Louisville, Cumberland & Chattanooga Railway, which is to develop coal fields on the Cumberland plateau in Tennessee.

Columbus, Ga.—At the annual meeting of the Columbus, Birmingham & St. Andrews Railway It was stated that nearly 20 miles of line have been graded south of Chipley, Fla., and that rails have been distributed over part of the route. Lemnel E. Miller is the contractor; W. H. Gordon is president; J. B. Huff, vice-president, and D. B. Jones, secretary and treasurer.

Corpus Christi, Texas.—The St. Louis. Brownsville & Mexico Italiway is reported to have completed more than half of its 23-mile extension from Robstown to Sinton, Texas; only 11 miles of track remain to be laid.

Corpus Christi, Texas.—W. P. Homan, chief engineer of the St. Louis, Brownsville & Mexico Rallway, is reported as saying that it is proposed to continue the Bay City extension towards Houston, and that surveys have been made from Bay City to Alvin and Algoa, 60 miles.

Dallas, Texas.—Reported that the Texas & Pacific Railway will begin work within a month on a line from Roscoe to Snyder, and thence into New Mexico. B. S. Wathen is chief engineer.

Delhi, La.—S. H. Cordill, president of the proposed Alexandria, Bayou Macon & Greenville Railway, is reported as saying that the proposed line from Alexandria, La., to Greenville, Miss., will be 175 miles long. North of Wisner, La., 75 miles have been surveyed, and the engineers are now working from Wisner toward Alexandria, La., 75 miles. J. D. Garrison of Oak Ridge, La., is chief engineer. Construction may begin next summer. The company's headquarters are at Delhi.

Denver, Col.—Mr. J. M. Herbert, general manager of the Colorado & Southern Railway, is reported as saying that the company expects to build 3000 miles of road in Texas. II. W. Cowan is chief engineer.

De Queen, Ark.—G. H. Cravens, chief engineer of the De Queen & Eastern Railway, is reported as saying that 10 miles are under construction on the proposed extension from Provo, Ark., to Hot Springs, 100 miles. Surveys have been made for most of the distance. T. H. Sater has, the contract now under way.

Fort Worth, Texas.—It is rumored that the Fort Worth & Denver City Railway will build an extension from Fort Worth to Galveston, about 300 miles. F. T. Dolan is general superintendent and E. H. Jones is resident engineer, both at Fort Worth.

Graham, N. C.—Mr. J. W. Menefee, referring to the plan to build a railway from River Falls to Burlington, N. C., about 15 miles, writes the Manufacturers' Record: "We have completed our organization, officers as follows: J. W. Menefee, president; John D. Twiggs, Jr., vice-president; F. L. Wil-Lanson, treasurer; James S. Thompson, secretary. The directors of the Alamance Street Railway Co. are John D. Twiggs, Jr., of Augusta, Ga.; W. J. Nelms of Newport News, Va.; R. L. Holt, Eugene Holt, James N, Williamson, Jr., F. L. Williamson, A. A. Apple, J. W. Cates and William A. Hall, all of Burlington, N. C.; George T. Williamson, J. Harvey White, J. W. Menefee and R. S. Mebane, all of Graham, N. C.; B. S. Robertson of Haw River, N. C., and Alfred S. Robertson of Saxapahaw, N. C."

Guthrie, O. T.—Charter of the J. E. Hutt Contracting Co. of Guthrie is reported, to build railroads. The incorporators are J. E. Hutt of Lawrence, Kan.; Milton D. Henry, Guthrie; Thomas S. Rollo, Cleburne, Texas; Peter Laptad, Lawrence, Kan.; Harry E. Allen, Cushing; Edward F. Hutt, Lawrence, and C. H. Woods of Guthrie.

Hampton, Va.—The Hampton Roads Railway & Electric Co. has been authorized by the court to issue \$40,300 of receivers' certificates to complete the line.

Hattlesburg, Miss.—The Mississippi Central Railroad is reported to have decided to build its extension via Smith's Ferry and Brookhaven. James Archibald is chief envineer.

Hattiesburg, Miss.—M. II. McCabe, superintendent of the Mississippi Central Railroad, is reported as saying that contracts will be let immediately for eight miles of proposed extension which is to run from Hattiesburg to Vicksburg, 28 miles. Joseph Archibaid, Silver Creek, Miss., is chief engineer.

Hearne, Texas.—A citizens' meeting has appointed a committee to work on a plan to build the proposed Trinity, Cameron & Western Railroad. The committee is composed of Hon. J. Felton Lane, B. D. Cash, E. M. Weye, H. B. Easterwood, J. H. Hartzog, R. C. Allen, P. L. Brady and W. A. Wilkerson. The Missouri. Kansas & Texas Railway may, it is reported, build the road. S. B. Fisher of St. Louis, chief engineer of that system, may be able to give information.

Hendricks, W. Va.—The West Virginia, Pittsburg & Atlantic Railroad, lately incorporated, will, it is said, include the Dry Fork Railroad, 30 miles long, and will build 35 miles from Durban to Rowlesburg, W. Va., along Cheat river. The incorporators of the line, with one exception, are officers of the Dry Fork Railroad, of which C. W. Mosser is general manager.

Hendersonville, N. C.—The legislature is reported to have chartered the Appalachian Interurban Railway to build a line from Hendersonville to Asheville, N. C., and also to the South Carolina State line, to connect with the proposed Cherokee, Spartanburg & Union Railway, lately incorporated in South Carolina. The incorporators of the Appalachian are not stated, but it was recently reported that Judge H. G. Ewart and W. A. Smith of Hendersonville were working on the plan for such a line. The incorporators of the South Carolina road include A. N. Wood, president of the Merchants and Planters' Bank of Gaffney, S. C., and others.

Houston, Texas.—The Houston-Galveston Electric Railway Co. has been incorporated to build a line between the two cities named, 54 miles; headquarters at Houston. The incorporators are Frank P. Read, William Johnston, R. M. Johnston, George L. Horton and A. D. Trotter of Houston. All are said to be connected with Johnston & Read, contractors, who are building the Bay City extension of the St. Louis, Brownsville & Mexico Railway. Mr. R. M. Johnston is reported as saying that a survey will be made immediately, and that they have the capital to build the proposed road.

Houston, Texas. — The Houston-Galveston Interurban Railway Co., incorporated last year, will, it is reported, begin work soon. The officers are: W. E. Scott, president; O. M. Whitcomb, first vice-president; J. E. Lafferty, second vice-president; W. B. Siosson, secretary.

Jersey City, N. J.—The Interurban Electric Construction Co., registered office, Jersey City, capital stock \$125,000, has been incorporated by J. J. Read. DeWitt V. U. Ready and K. K. McLaden, to operate a railroad in Kentucky.

Laredo, Texas.—J. K. Beretta of Laredo and others are reported interested in the proposed railroad from Laredo to Rio Grande City.

Lexington, Ky. — The Fayette Interurban Traction Co. has, it is reported, employed II. T. Brown, civil engineer, to make a new survey for the proposed line from Lexington to Versailles, 15 miles. Louis des Cognets, president of the Lexington Railway Co., and others are interested.

Lexington, O. T.—Reported that ground has been broken for the proposed Oklahoma City, Lexington & Sulphur Springs Electric Railway, 85 miles long, incorporated last spring by Charles Stewart of Parkersburg, W. Va., and others. Mr. Stewart is president, and George A. Teague of Lexington, O. T., is secretary, R. L. McWillie is chief engineer.

Middlebrook, Augusta County, Virginia.— Mr. T. J. Whalen of Middlebrook is reported to be soliciting subscriptions for an electric railway from Staunton, Va., to Rockbridge Baths via Middlebrook and Brownsburg, about 25 miles.

Nashville, Tenn.—It is rumored that the Tennessee Central Railroad will probably build an extension to Madisonville, Ky. 1. F. Lonnbladh is chief engineer.

New Orleans, La.—Concerning the proposed New Orleans & Mississippi Midland Railway, it is said that C. S. E. Babington of New Orleans is acting president; Gen. T. M. Miller, 824 Common street, New Orleans, counsel; F. A. Little of Cleveland, Ohlo, engineer, while Col. James McNaught, 35 Nassau street, New York, is promoting the line, which will be \$250 miles long, extending from New Orleans, La., via Columbia, Forest, Harperville and Carthage, Miss., to Kosciusko, Miss.

Norfolk, Va.—Henry Frazier, consulting engineer, has, it is reported, made a report on the proposed extension of the Norfolk & Portsmouth Belt Line Rallway. George F. Shafer is superintendent.

Oglethorpe, Ga.—Reported that construction of the extension of the Atlantic & Birmingham Railway will begin immediately with Mr. Alex. Bonnyman as superintendent of construction; headquarters at Oglethorpe. Engineers are at work on the survey under the direction of Chief Engineer Oiney. The Atlantic & Birmingham Construction Co. has applied for a charter, the incorporators being R. E. Cullinane, W. B. Stovall, F. M. Sisk and S. J. Bradley.

Pineville, Mo.—John B. Christensen of Pineville is quoted as saying that the Pineville & Northern Railway Co. will build a line from Pineville to Monett, Mo., 40 miles.

Pocahontas, Va.—The Pocahontas, Graham & Tazewell Electric Belt Line Co., lately incorporated, will, it is said, build a loop line running from Pocahontas to Graham, Tiptop, Tazewell and Dry Fork, and thence back to Pocahontas, about 50 miles. J. S. Browning of Pocahontas is president.

Portsmouth, Va.—Reported that the Seaboard Air Line will build an extension at Jacksonville, Fia. W. W. Gwathmey is chief engineer.

Roanoke, Va.—The Norfolk & Western Rallway is reported to be receiving bids for three niles of line from Ironville to Montvale, C. S. Churchill is chief engineer.

Sedalia, Mo.—Reported that the capital to build the Missouri & Iowa Southern Railway has been secured, and that construction will begin within three months. The road will connect two divisions of the Rock Island system.

St. Louis, Mo.-F. A. Molitor, chief engineer of the Midland Valley Railroad, is reported as saying the line is now built from

Hartford, Ark., to Tulsa, I. T., 183 miles, and also from Tulsa to Skiatook, I. T., 16 miles. From Skiatook into Kansas 100 miles are under construction.

St. Louis, Mo.—Concerning the report that the St. Louis & San Francisco Railroad might build a line to Dallas, Texas, an officer of the company writes the Manufacturers' Record that he knows nothing about the matter.

St. Louis, Mo.—Mr. F. A. Molitor, chief engineer of the Midland Valley Railroad, now has his office in St. Louis, and will have charge of construction. He has resigned as general manager, and J. F. Elder has been appointed to the vacancy.

Richmond, Va.—Reported that the Chesapeake & Ohio Rallway has purchased the Coal River & Western Railway in West Virginia, 18 miles long, and will extend it. F. I. Cabell is engineer of construction.

Smithland, Ky.—J. W. Bush and C. H. Wilson are reported to be working on a plan to build a railroad from Smithland to Gilbertsville, on the line of the Illinois Central, which may construct a branch. A. S. Baldwin is chief engineer of the Illinois Central at Chicago.

Tyler, Texas.—M. L. Lynch, chief engineer of the St. Louis Southwestern Railway, is reported as saying that surveys are under way from the terminus of the Lufkin division southeast for about 55 miles for an extension that is soon to be built.

Vidalia, Ga.—The Reidsville & Vidalia Railroad Co. is reported to have applied for a

Weston, W. Va.—A. A. Chapman, chief engineer of the Coal & Coke Railway, is reported as saying that line is completed and track laid from Charleston to Gassaway and from Roaring Creek Junction to Sago. Line is under construction from Gassaway to Sago, the contractors being the Smith Construction Co. and the Ferguson Contracting Co. of Pittsburg, and Joe Fucco of Weston, W. Va. The projected length of the line is 173 miles.

Winchester, Va.—Subscription books have been opened for the proposed Winchester & Washington Electric Railway. S. H. Hansbrough is president. Work is expected to legin soon.

Winston-Salem, N. C. — Reported that a movement has been started by the Board of Trade to secure the building of the proposed South Bound Railroad.

Winston-Salem, N. C.—The Winston, High Point & Wadesboro Electric Railroad is reported chartered by the legislature.

York, Pa.—Mr. M. W. Bahn, vice-president and general manager of the Stewartstown Railroad, writes the Manufacturers' Record that the New Park & Fawn Grove Railroad will be practically an extension of the Stewartstown Railroad. It will run near Norrisville, Md., and New Park, Pa., to Fawn Grove, Pa., nine miles. The route will again shortly be surveyed and rights of way secured. Construction may begin this spring.

Street Railways.

Gulfport, Miss.—Capt. J. T. Jones, W. A. White and others are reported interested in a plan to build an electric railway to connect with the street railway in Biloxi. E. A. Durham and J. H. Neville are also said to be concerned. Mr. Jones is president, and Mr. Neville, counsel, of the Gulf & Ship Island Railway, and Mr. White is a director in the Biloxi Electric Railway & Power Co.

Memphis, Tenn.—Reported that the Memphis Street Railway Co. has been purchased by Ford, Bacon & Davis, engineers, of New York city, who will carry out the extension plans. It is said that George H. Davis will be president: Thomas H. Tutwiller, vice-president and general manager: E. W. Ford, general superintendent, and W. H. Burroughs, secretary and treasurer. The present officers of the company include C. K. G. Billings of Chicago, president, and F. G. Jones of Memphis, vice-president and general manager.

Montgomery, Ala.—The Montgomery Traction Co. is reported to have passed under the control of Philadelphia capitalists represented by R. D. Apperson of Lynchburg. Va., and that improvements will be made. The property is at present under the control of Major E. E. Winters, who is receiver and general manager.

Roanoke, Va.—The Roanoke Street Railway Co. has applied for a franchise to build an extension.

Somerset, Ky.—The city council is reported to have granted a street-railway franchise to n local company represented by Mr. O. H. Waddle.

Tampa, Fla.—The Tampa Electric Co. will, it is reported, build an extension in the way of a connecting line.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make the!r wants known free of cost, and .d this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Acetylene Plant -- See "Gas Plant."

Air Compressors. - See "Mining Equipment."

Air Compressors.-F. E. P. & Co., No. The Rookery, Chicago, Ill., are in the market for several second-hand straight-air steam-driven, also several compound duplex air compressors with cylinders from 12 inches up. Want compressors with capacity from 300 to 2000 cubic feet free air per minute. Give full description and quote lowest spot cash price.

Automatic-sprinkler System.—See "Fire-protection Apparatus."

Boiler.—Seward Trunk & Bag Co., Peterslarg, Va., is in the market for 150 to 200-horse-power boiler. (See "Engine and Boller.")

Bridge Construction.-The Louisa & Fo Gay Bridge Co., Louisa, Ky., will open bids March 28 for the construction of bridge across the Big Sandy river between Louis and Fort Gay, W. Va.

Corncob pipe Machinery.-R. J. Hoge, Jas-per, Tenn., is in the market for machinery for making corncob pipes; also wood pipes of all kinds.

Electric-light Plant,-C. G. Rives, troller, Shreveport, La., will receive bids un-til April 11 for lighting the city for a period of five or ten years, the number of lights to be not less than 150; are lights to be not less must accompany each bld.
serves usual rights.
Bakery.—Se than 2000 candle-power. Certified check for

Bakery.—Steam Bakery, care of Manufacturers' Record, Baltimore, Md., wants information complete regarding the building of modern steam bakery with a daily capacity of 200 barrels, machinery and all necessary

Balloon Materials.-The Search Light, Au derson, S. C., wants to obtain suitable mate-rial for making a small hydrogen balloon to be suspended in the air and held captive, for advertising purposes. Full information is

Boiler.-See "Engine and Boiler.

Rotler. — The Electric Light Committee. Jacksonville, Fla., will ask for bids on a Zö-horse-power boller fitted with water tubes and steel headers and guaranteed to stand a pressure of 250 pounds to the square inch. Address The Mayor.

Boiler.—Melrose Manufacturing Co., Mel rose, Fia., is in the market for 80-horse-power (See "Engine and Boiler.")

Boiler. - P. W. Anderson, Perryville, Va., is in the market for a good second or 10-horse-power boller, mounted.

Boiler .- See "Heating Apparatus."

Boilers.-See "Engines and Boilers."

Bollers.-See "Engines, Bollers, etc."

Bottling works Supplies. - Sardis Bottling Works, Sardis, Miss., wants to hear from supply dealers.

Brick Machinery. - Edward 1. Frost, s tary Chamber of Commerce, Salisbury, N. C. wants to correspond with manufacturers of machinery for making sand-lime brick.

Brick Machinery.—W. I. Lyman, P. O. Box 347, Jacksonville, Fla., wants addresses of manufacturers of machinery and equipment for brick plant.

Brick Machinery .- E. T. Firth, Greenville, Ohio, wants prices on complete equipment for sand-lime brick plant; also on (Berg or Boyd) dry press, four-mold machine.

Brick Machinery. - C. W. Stuart, 726-728 Third avenue, Huntington, W. Va., is in the market for machinery for manufacturing fire-brick.

Bridge Construction .- Board of Commis strings of Roads and Revenues of Muskogee county, Columbus, Ga., will open bids April 4 for furnishing all material and labor april building two steel highway bridges and piers to be erected across Randall's creek; one bridge to be on the Buena Vista road 12

miles from Columbus, consisting of one span 119 feet long with steel approaches 54 feet; one to be on Macon road 15 miles from Co-umbus, to consist of one span 125 feet long. steel approaches 54 feet. Specifications car ad in the office of Wm. Redd, Jr., ordicourthouse, Columbus, Ga. Certifor \$200 must accompany each te bids on each bridge will be Certified Separate havio Muskogee county reserves usual

Briquette Machinery.-L. M. Bashinsky, wants catalogues and prices nachinery for the manufacture of briquettes rom lignite.

Building Equipment and Supplies. — Dr. ohn A. Van Valzah, Daytona, Fla., wants rices on plumbing complete for 10 bath-noms, hot and cold water (lavatory in each John A. room, 38 in number); tile roofing with lend gutters and tile flooring. Contract will be let in whole or in part.

Building Materials.—Frank S. White, Box 30, Clarksburg, W. Va., wants prices on uilding materials.

Clothespin Machinery .- W. W. Marmaduke, Washington, Ind., wants prices on new or second-hand machinery for making clothes

Coal Plant - Mordecai T. Endicott, chief Coal Plant.—Mordecai T. Endicott, chief Bureau of Yards and Docks, Navy Department, Washington, D. C., will open bids April 29 for constructing a plant for hardling and storing coal at the naval station, New Orleans, La., for which \$148,000 is available. Plans and specifications can be seen at naval station, New Orleans, or will be furnished. ned upon application to Bureau of Yards Docks, Washington, D. C., upon deposit

Concrete-block Machinery. — Edward I. Frost, secretary Chamber of Commerce, Sal-isbury, N. C., wants to correspond with manifacturers of machinery for making concrete

Contractors' Equipment. chief engineer Kansas, Medicine Valley & Western Railroad, Anthony, Kans., is in the narket for material and tools of all kinds for allroad construction

Cotton Machinery.-The Rhode Island Co any, Spray, N. C., wants to buy a second-and 9x4\(\frac{1}{2}\)x7\(\frac{1}{2}\)-inch-gauge intermediate fly-

Cotton-rope Machinery.-W. A. Reid, 25 own Circle, Washington, D. C., wants to correspond with makers of cotton-rope and otton-twine machinery relative to buying

Drilling Machine.-Box 949, Richmond, Va. rants to buy a second-hand large (American Well Works) rotary drilling machine capable of handling up to 20-inch pipe.

Drills. See "Mining Equipment.

Dry-kiln.-Melrose Manufacturing Co., Mel-Fla., is in the market for dry-kiln. (See Saw-mill Equipment. ")

Electrical Equipment.-Dr. John A. Van Valzah, Daytona, Fla., wants prices on elec-trical equipment for lighting three-story building, and would want to use the same engine during the day to pump water into thanks for use, there being no water-works.

Electrical Equipment,-Dulin, Glenn & Co ringfield. Tenn., want prices on electrical

Electrical Equipment.-Brinton B. Davis, wants prices on electrical

Electrical Machinery .- See "Flour-mill Ma-

Electric-light Plant.-See "Water-works."

Elevator.-Dulin, Glenn & Co., Springfield, Tenn., want prices on elevators.

Elevator.-James Knox Tayor, supervising

Elevator.—James Knox Tayor, supervising architect. Treasury Department, Washington, D. C., will open bids March 25 for the installation of an electric passenger elevator in the United States courthouse and post-office at Waco, Texas, in accordance with the drawings and specifications, copies of which may be obtained at the discretion of the supervising architect. supervising architect.

Engine.—The Eastern Flint & Spar Co., 616 North Calvert street, Baltimore, Md., wants prices on 100-horse-power engine.

Engine.—Leonard Vyne, R. F. D. No. 1, Bel-videre, N. C., is in the market for a light double-cylinder hoisting engine.

Engine .- The Continental Pants Co., Main and Pike streets, Milton, W. Va., is in the market for a two and-one-half or three-horse-power gas engine with necessary attachments for setting up; second-hand, in good condiary attachments

Engines,-Elberta Crate Co., mons, manager, Marabaliville, Ga., wants to correspond with manufacturers of traction engines relative to hauling lumber a distance of four miles.

Engine and Boiler.-Melrose Manufacturing Co., Meirose, Fia., is in the market for 60-horse-power engine and 80-horse-power boiler. (See "Saw-mill Equipment.")

Engine and Boiler.—The Pine Mountain dica & Asbestos Co., Pine Mountain, Ga., vants prices on engine and boiler. (See Mining Equipment.")

Engine and Boiler.—Seward Trunk & Bag Co., Petersburg. Va., is in the market for 50 to 80-horse-power engine and 150 to 200rse-power boiler.

Engines and Bollers.-Fernandina aundry Co., Fernandina, Fla., wants prices n engines and boilers for steam laundry.

Engines, Boilers, etc.—L. W. Cherry, chair man Building Committee, Little Rock High School, Little Rock, Ark., will open bids March 20 for installing steam boilers, engine. pump and other appurtenances connected therewith in the new high-school building, according to plans and specifications on file in office of School Board and of Frank W. Glbb, architect, Nos. 2-4 Reider Building, Lit-tle Rock. Certified check for \$200 must ac-company each bid. School Board reserves sual rights.

Fiberizing Machinery.—See "Mining Equip

Fire-protection Apparatus. — Caldwell & Carlyle, Lumberton, N. C., will probably be in the market for estimates on automatic prinkler system

Pire-protection Apparatus.-D. B. Lo Company, Chattanooga, Tenn., wants to cor-respond with firms relative to receiving bids on the installation of automatic-sprinkler system in five-story building.

Fire-protection Apparatus.—L. E. McCor-mick, president and general manager Dawson Cotton Oil Co., Dawson, Texas, is in the narket for 63-foot steel tower, 20,000 to 30,000 gallon steel tank, 500-gallon-per-minute fire pump, a lot of four-inch pipe and automaticprinkler system.

Flour-mill Machinery.-Rutherford Roller Milling Co., Rutherfordton, N. C., wants prices on bleaching machinery, electrical or otherwise, for a flour mill pacity per day of 24 hours.

Gas Plant.—A. H. Greene & Son, Nicholson Hotel, Chester, S. C., wants to correspond with manufacturers relative to installing 75ight gasoline or acetylene-gas plant.

Grinding Machinery .- H. H. Smith, Staun on. Va., wants prices on machines for grind ing or shredding sassafras roots, preparing them to make oil of sassafras.

Heading Machinery.-See "Stave Machin

Heating Apparatus .- Dr. John A. Van Valzah, Daytona, Fla., wants prices on stem heating apparatus for three-story building

Heating Apparatus.-Dulin, Glenn & Co., pringfield, Tenn.. want prices on steam eating apparatus. pringfield

Heating Apparatus.—Brinton B. Davis, Pa-lucah, Ky., wants prices on boiler and radiator.

Hotel Furnishings.-The Olympian Springs Co., Olympia, Ky., wants prices on furnishings for 55-room hotel.

Hot-water Heater.—Geo. E. Searing, To-wanda, Pa., wants addresses of manufacturrs of self-feed (coal) hot-water heaters uitable as auxiliary to hot water from kitchen stove

Lath Mill .- See "Saw-mill Equipment."

Lathes. -- See "Machine Tools."

Lawn-mower Manufacturers.—I. F. Stew-art, Stephenville, Texas, wants to corre-spond with manufacturers relative to making machine which he has patented.

Lighting Plant .- See "Gas Plant."

Machine Tools.—Proposals will be received until 11 A. M. March 15, at the office of the City Register. City Hall, Baltimore, Md. for furnishing complete one 18-inch belt-driven lathe and one 18-inch belt-driven lathe, one 22-inch, two 24-inch and two 30-inch motor-22-inch, two 24-inch and two 30-inch motor-driven lathes; also one motor-driven vertical drilling machine, according to specifications, which may be obtained from the office of Water Engineer, City Hall, Baltimore, Md. Proposals must be accompanied by a certified check for one-tenth of amount of bid, made payable to Mayor and City Council of Bajti-

Machine Tools.—The Milton Machine Co., Milton, W. Va., is in the market for second hand iron planer, drill press and power hack

Equipment. - Pr Medicine-factory Phthysine Co., Box 1928, Oklahoma City, O T., wants machinery for making emulsions also for mixing ointments.

Mill Supplies.—Frank S. White, Box 130 Clarksburg, W. Va., wants prices on mil supplies.

Mining Equipment.-National Copper Mining Co., Silver City, N. M., will probably b

Mining Equipment.—A company recently accorporated having over \$50,000,000 of gold, silver and copper ore ready for milling, wants to correspond with contractors for equipment. Address Wm. C. Codd, 702 Lenequipment. Address Wm. nox street, Baltimore, Md.

Mining Equipment.—The Pine Mountain Mica & Asbestos Co., Pine Mountain, Ga., wants prices on boiler, engine, breakers, iberizing machine to prepare asbestos, beat ers, cylinders, paper machine (the cylinders), pumps, etc.; also milery to prepare mica for shipping. achine (three or four

Painting Machine.—J. H. Kruse, chief engineer John B. Stetson University, De Land. Fla., wants addresses of manufacturers of ainting machines for painting wagon bodies

Paper Machinery. - See "Mining Equipment."

ment."
Paving.—R. S. Williams, city treasurer,
Montgomery, Ala., will open bids April 3
for paving the sidewalks of certain streets of paring the sacration of hexagon block, according a specifications in city engineer's office, 'ertified check for \$250 must accompany each old. Usual rights reserved.

Paving Brick, Sewer Pipe, etc.—Board of Public Works, Wheeling, W. Va., will open olds March 15 for furnishing paving brick, hids March 15 for furnishing paving brick, sewer pipe, stone curbing and concrete curb-ing during the year 1905; also for dressing and resetting old carb. Specifications can be obtained at office of board. Bids must be separate on brick, sewer pipe and stone curbing and concrete curbing, and shall be made on blanks furnished by Thos. McGranahan, clerk. Certified check for \$500 must accomonly each bid. Usual rights reserved.

Paving Improvements.-Bids addressed to the City Council, Augusta, Ga., will be re-ceived by the Streets and Drains Committee until March 20 for furnishing all material and labor and setting all stone curl nay be ordered by the city council during the may be ordered by the Cry Columbia year 1905. Specifications may be had by ap-plying at office of Commissioner of Public Works Nisbet Wingfield. Certified check for \$100 must accompany each bid. City reserves anal rights

Piping.-See "Fire-protection Apparatus." Pump.—L. E. McCormick, president and general manager bawson Cotton Oil Co., Dawson, Texas, is in the market for 500 gal-lon per-minute fire pump. (See "Fire-protection Apparatus.

Pumps.-See "Engine, Boilers, etc."

Pumps.—Fernandina Steam Laundry Co., Fernandina, Fla., wants prices on pumps for steam laundry.

Railroad Construction.—Bids will be re-ceived from April 1 to 15 for the graduation, including masonry, of 20 sections, five miles each, of the Tidewater Railway, near Noreach, of the Fidewater knitway, hear Sof-folk, Va. For further information address B. T. Elmore, assistant chief engineer, Roa-noke, Va. C. P. Howard, chief engineer Tide-water Railway Co., Beckley, W. Va., Issues

Roofing.-Dulin. Glenn & Co., Springfield. l'enn.. want prices on roofing.

Rooting.-Capt. J. P. Fyffe, Troop B, Ten nessee cavalry, Chattanooga, Tenn., wants prices on roofing for truss roof 300x100 feet.

Saw-mill Equipment.—Melrose Manufactur-ing Co., Melrose, Fla., is in the market for 60-horse-power engine, 80-horse-power boiler, day kiln, planer and edger, lath mill and dab resaw, shingle mill, etc.

Sewerage,-Rids addressed to the City Coun Sewerago. Inits addressed to the Color cill, Angusta, Ga., will be received by the Health Committee until March 29 for fur-nishing all labor and material and construct-ing all pipe sewers which may be ordered during the year 1205. Specifications and during the year 1996. Specimeatons and blank forms of proposals can be had by ap-plying at office of Commissioner of Public Works Nisbet Wingfield. Certified check for \$100 must accompany each bid. City reserves

Shingle Mill.-See "Saw-mill Equipment." Stave Machinery.—Leonard Vyne, R. F. D. No. 1, Belvidere, N. C., is in the market for complete outfit for making stock-barrel staves and heading; new or good second-hand.

Stave Machinery.—The Norfolk Hardwood Co., 62-63 Haddington Building, Norfolk, Va., wants prices on new and second-hand stave ading machinery complete

Tank and Tower.-L. E. McCormick, presi dent and general manager Dawson Cotton Oil Co., Dawson, Texas, is in the market for 20,000 to 30,000-gallon steel tank and 68-foot steel tower. (See "Fire-protection appa-

Tanks .- H. H. Smith, Staunton, Va., wants prices on wood tanks, capacity 5000 to 6000 gallons, new or good second-hand. lin-

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Tarpaulins.-Rhode Island Company, Spray. N. C., is in the market for sheets for protecting cotton from the weather.

Water-works. — J. L. Williams, mayor, Mansfield, La., will receive bids until May 14 for the construction of water-works system. Plans and specifications can be seen at the mayor's office or at the office of Ira W. Sylvester, C. E., Alexandria, La. Certified check for \$500 must accompany each bid. sual rights reserved.

Water-works,-A. C. Veach of water-works committee, Gravette, Ark., wants estimates on complete equipment for water-works to cost from \$500 to \$12,000. May also want bids on electric-light plant.

Water-works.—Sealed proposals in tripli-cate will be received until March 29 by Robert R. Stevens, C. Q. M., department of Texas, San Antonio, Texas, and by officer in charge of construction, Fort Sill, Q. T., for the in-stallation of a water-distributing system at Fort Sill, Q. T., according to plans and speci-certions on file at San Antonio, Texas, and fications on file at San Antonio, Texas, and Fort Sill, O. T. Information furnished on application. United States reserves usual

labor for construction of water-works; work labor for construction of water-works; work to include brick or concrete pumphouse and stack; pumping plant, including two en gines, capacity 1,000,000 gallons per 24 hoars; two boliers, piping and appurtenances; pipe system, including about 1200 tons of cast-iron pipe, 6 to 12 inches in diameter, and necessary special castings; also about 71 gate valves and boxes and about 83 fire hydrants; covered preserved, engaging 500,000. United calves and boxes and about \$3 fire bydrants; covered reservoir, capacity 500,000 United States gallons, to be constructed of concrete; a standpipe or an elevated tank. Plans and specifications can be seen at office of J. M. Hall, city engineer, North Fort Worth, or John B. Hawley, consulting engineer, Fort Worth, Texas. Certified check for \$2000, payable to the mayor, must accompany each bid. Usual rights reserved. Usual rights reserved.

Well-drilling.-J. L. Girton & Co., Winches

ter, Tenn., are in the market for machinery for drilling oil and gas wells; also want to correspond with experienced drillers.

Wood-pipe (Tobacco) Machinery. - See Corncob-pipe Machinery."

Woodworking Machinery.—J. T. Gheen, Lincolnton, N. C., Is in the market for one second-hand tenoning machine, one buzz planer and one single-spindle shaper.

Woodworking Machinery.—Parma Heading Co., Parma, Mo., wants a cut-off saw for sawing 12 to 16-inch ash logs into bolts.

Woodworking Machinery,-See "Saw-mill Equipment.

Woodworking Machinery.-H. H. Staunton. Va., wants prices on a turning athe to make whip stock.

Woodworking Machinery.-See "Clothespin Machinery.

MEXICO.

Breakfast-food Factory.—Robert Simpson of Battle Creek, Mich., is reported as contemplating the establishment of a breakfast-food factory in Mexico, probably in Mexico City.

Water power-Electric Plant.—Pablo Gun-ther of Camargo, Chihuahua, and Joaquin Cortazar of Chihuahua, Chi., have obtained a federal concession to utilize the waters of the Conchos river for the development of water-power and its transmission by electricity for water the conclusion of the conclusion tricity for use at mines, mills and other in-

Water-works. - Enrique Creel, Chihuahua, Chi.. contemplates making ar-rangements for the construction of a modern system of water-works at Ciudad Juarez.

Railways.

E'ectric Railway.—Reported that a de-cision has been reached with Governor Ahumada that work shall begin on the pro-Joseph Grand Work Shart begin on the posed electric railway from Guadalajara Lake Chapala next October. William Backus and J. N. Zermeno, respectively v ident and general manager of the Jalisco Michoacan Railway, are now insp

lina who has had wide experience in co

H. H. Pease With C. & C.

II. H. Pease has recently assumed charge of the Pittsburg territory for the C. & C. Electric Co., with offices in the Park Building, Pittsburg, Pa. Mr. Pease is well known to the electrical fraternity, and enters his new field making a specialty of complete isolated lighting plants and variable speed molated lighting plants and variable-speed motors for driving machine tools. He was for ors for driving machine tools. He was for everal years with the Nernst Lamp Co.

To Prevent Railroad Collisions.

Charles B. Mitchell of Franklin, Texas, has devised an automatic safety appliance for the prevention of railroad collisions. Mr. Mitchell provides for automatically establishing direct telephonic communication be-tween the engineers of two engines which may get on the same section. He will sell his rights or assign half-interest to anyone furnishing the capital for full development.

Hennebique Lowest Bidder.

Hennebique Lowest Bidder.

It is of interest to note that the Hennebique Construction Co. of 1123 Broadway, New York, was the lowest bidder for constructing the steel concrete floor in building 118 at the navy-yard, Washington. Bids were opened March 3. The Hennebique Construction Co. has a Baltimore office at 227 St. Paul street, N. B. Giouros being the manager. It takes contracts for armored concrete constructions by the famous Hennebique system.

More Weber Contracts.

Order has been placed with the Weber Ga & Gasoline Engine Co. of Kansas City, Mo. & Gasoline Engine Co. of Kansas City, Mo. for a 50-horse-power producer gas engine and suction gas producer to be used for driving the new mill which C. L. Adams of Bowers Mill, Mo. has in course of construction. The Brooks Elevator Co. of Minneapolis. finn.. has recently placed an order with ne Weber Gas & Gasoline Engine Co. for a 5-horse-power producer gas engine and feber suction gas producer to be used in Minn. new elevator

Biles Drier Co.

The Biles Drier Co. has been incorporated in Kentucky, with headquarters in Louisville, by J. W. Biles, who established the J. W. Biles Company of Cincinnati about 20 years ago and organized the Turney Drier Co. about six years ago. Mr. Biles has invented entirely new machinery in the way of direct heat and steam driers and filter and roller

presses for drying distillery and brewery slop and all feed and food materials, also fertilizers, cement materials, coal, sand and numerous other minerals.

Gress Company's Facilities

The Gress Manufacturing Co. Tifton, Ga., manufacturer of yellow-pine lumber, rough and dressed, is enlarging its several plants and perfecting facilities, and is now in better condition than ever to make prompt deliveries. Gress shipments last year amounted to something over 35,000,000 feet, and the company hopes to ship considerably and the company hopes to ship considerably more than that this year. New customers are constantly being obtained, which is an indication that the Gress Lumber Co. is fil-ing its contracts satisfactorily.

Southern Pipe Covering Factory.

Buyers of asbestos material for pipe and oller covering, etc., are advised to note that the Southern Pipe Covering Factory of Richmond, Va., is prepared to receive orders and that shipments will be made promptly. This plant was destroyed by fire recently, but while arrangements for replacing the plant are in progress John A. Selph, proprietor of the enterprise, has located at S2I East Main street, Richmond, and is there carrying a full line of goods for immediate delivery. Sectional steam-pipe covering, molded blocks, standard cements, roofing, etc., are Mr. Selph's offerings. He has a large trade in the South and in other sections. the Southern Pipe Covering Factory of Rich

Mundt & Sons Enlarging.

A call on Messrs, Charles Mundt & Sons New York, manufacturers of perforated sheet metals, proved quite interesting, from the fact that the firm is installing new machinery for the extension of its business. While these improvements were not quite com-pleted, enough was seen to impress one with the fact that this enterprising firm is looking very sharp for business and finding it. Tais has been demonstrated beyond doubt from very sharp for business and finding it. Tals has been demonstrated beyond doubt from the increased facilities Mundt & Sons will have when their additional presses are in place. They say they are now in a position to make anything in the perforated metal screen line that may be required, from the heaviest to the lightest.

An Automobile Opportunity.

There seems to be an ever-increasing de-mand for automobiles. Frequently a motor car that has been used but little is offered for sale for the best of reasons, and such an for sale for the best of reasons, and such an instance has come to our attention. The car in question is a White steam touring car, the 1904 model, with canopy top, baskets, acetylene lamps and full equipment, representing an investment of \$2400. It has been run less than 2000 miles, and the owner will give a responsible guarantee to any purchaser that the car is in absolutely perfect condition. This White automobile can be condition. This White automobile can be purchased at considerably less than its cost as mentioned. Those who may want to inces-tigate this opportunity can address McKord, care of the Manufacturers' Record, Baltimore, Md.

A Complete Lumbering Plant.

A modern and complete lumber plant in North Carolina is offered for sale. The prop-erty comprises a 25-mile railway, two loco-motives, 50 cars, mill of 40,000 feet capacity daily, logging facilities, skidders, and plenty daily, logging facilities, skidders, and pienty of timber is available; over 150,000,000 feet of North Carolina pine stumpage. A limited amount of land and timber goes with the mill property, but over 150,000,000 feet of North Carolina pine stumpage (available only by the mill railroad) can be purchased at from 50 cents to \$1 per thousand. The complete plant cost \$150,000, including the railroad, which can be readily made a good commercial line. The owner of the property resides in New York and cannot devote his time and attention to the plant; therefore desires to sell. For further particulars and terms address Owner, 200 Lewis street, New terms address Owner, 200 Lewis street, New

Roofing for Cotton Warehouse

The cotton convention lately held in New Orleans determined to recommend the erection of warehouses for the storage of cotton. This will make it necessary to provide large quantities of roofing material that is absolutely fire and water proof. Rex Flintkote Roofing is made of the highest grade of wool felt saturated with compounds which render it absolutely water and fire proof. It will be absolutely water and fire proof. it absolutely water and fire proof. It will not grow hard and brittle with the most in-tense cold of winter, nor soft from the hot-test suns of summer. It is not affected by acids, alkalies or gas fumes, and is odorless. and will not taint rainwater used for domes tic purposes. It is made in four weights, one-half, one, two and three-ply, so can be used for the lightest temporary structure or the heaviest permanent building. Rex comes in rolls of two squares, and inside the roll

are the necessary nails, cement, etc., required in laying. It does not require skilled labor to lay it, and any ordinary hand can lay from 6 to 10 squares a day, making the ex-pense trifling. Rex Flintkote Roofing has been used for years on all kinds of buildings in the South. People that are interested in erecting new buildings of any kind will find it worth while to write for samples and descriptive circulars to Messrs. J. A. & W. Bird & Co., Boston, Mass.

New Scherzer Rolling-Lift Bridges.

The second Scherzer Rolling-Lift Bridge for the Central Railroad Co. of New Jersey across Newark bay is rapidly nearing com-pletion. This bridge is being erected in its closed position, and constantly carries the railroad traffic without interruption. Durrailroad traffic without interruption. During February Scherzer bridges were completed and placed in active service at 18th street. Chicago: South Michigan street, Buffalo, N. Y.; Swale river, England, for the Southeastern & Chatham Railway. During March additional Scherzer bridges will be completed and placed into active service at Union avenue, Third avenue and Hamilton avenue bridges across Gowanus canal Brooklyn: also the long-span double-leaf Scherzer bridge at Manbattan avenue, across Newtown creek waterway. Brooklyn. The double-track, single-leaf, long-span Scherzer bridge recently completed and The double-track, single-leaf, long-span Scherzer bridge recently completed and placed in service for the N. & S. S. R. R., Cleveland, Ohlo, has attracted wide attention because of its simplicity and economy. It is being duplicated by the B. & O. R. R. at Cleveland on an adjacent site, where a center-pler swing bridge is being removed and replaced. Orders for a number of additional single, double and multiple track bridges of similar form have been booked by the Scherzer Company, construction conborldges of similar form have been booked by the Scherzer Company, construction contracts to be let this year. The contract for the construction of the Scherzer bridge for the Ruffalo & Susquehanna Railroad and the Persylvania Railroad at Buffalo has recently been awarded, and work of construction is now in progress. Construction work is also in progress on Scherzer bridges at 23 street, Chicago: Harrison street, Chicago: Harrison street, Chicago: Harrison street, Chicago: Hough is land; Genesse avenue, Saginaw; over the Suir river, Ireland; Spaarne river, Holland; Saugus river, Boston: Malden river, Boston; West river at Klaberly avenue, New Haven; four-track railroad bridges for the N. Y., N. H. & H. R. R. at Cos. Cob. Connecticut; Westport, Conn., and across the Housatonic river, Connecticut. Among the foreign contracts on necticut. Among the foreign contracts on which the Scherzer Company is now working is a large highway bridge across the Ekate-rinhofka river, St. Petersburg; also a deck rinnoisa river, St. Federsong; also a dees bridge of arched outline, forming the mov-able portion of a long bridge connecting Barrow-in-Furness with Walney Island, Engiand. The Scherzer Rolling Lift Bridge Co. has its offices at 1616 Monadnock Block. England. Chicago.

TRADE LITERATURE.

A Neat Souvenir.

An unusually neat souvenir that will con-tinually remind its owner of the giver is the vestpocket rule and calendar presented by the Marine Engine & Machine Co., 80 Broad-way. New York city. This company makes elevators of all types and other machinery.

Ingersoll-Sergeant Air Compressors.

The Ingersoll-Sergeant Drill Co., 26 Cort-landt street, New York, has issued "Air Compressors," a leaflet which sums up in a few words the important facts regarding the company's different types of air compres-sors, as well as other products of the Inger-soll-Sergeant plant. Copies of the leaflet will be sent to inquirers.

In Steamship Work.

A card now being mailed by the Ingersoll-Sergeant Drill Co., 26 Cortlandt street, New Sergeant Drill Co., 26 Cortianal street, New York, presents a photographic view of the Haeseler pneumatic hammer building the great turbine Cunarder, the largest steam-ship in the world. The view was photo-graphed in the shipyards of Messrs. Swan & Hunter, Newcastle-on-Tyne, England.

Graphite.

The March number of Graphite contains that interesting publication's usual grist of valuable information for present and pros-pective users of graphite in its various forms. Besides presenting some timely facts as to Dixon's graphite productions, it contains other data that is a help to the progress of workers in the industrial field. Send for a copy, addressing the Joseph Dixon Crucible Co., Jersey City, N. J.

Southern Saw-Mill Dogs.

That part of the mechanical equipment of saw-mills which is termed "dogs" has an im-portant part to play in the operation of such

Water-works. — I. G. Pritchard, mayor, North Fort Worth, Texas, will receive bids until March 25 for furnishing material and

INDUSTRIAL NEWS OF INTEREST Oak and Pine Timber.

About \$75,000 worth of pine and oak timber in North and South Carolina is offered at low price for a quick buyer. For details write R. E. Prince, Raleigh, N. C.

Mickle-Milnor Engineering Co.

The Mickle-Milnor Engineering Co. of Philadelphia announces the removal of its offices to \$20 Drexel Building. Correspond-ence should be addressed there in future.

Hardwood Timber Land Offered.

Buyers of timber land can obtain interest-ing facts regarding Missouri hardwood tim-ber land by addressing J. L. Farley of De Soto, Mo. He offers 9000 acres for sale, located near railroad.

Virginia Bridge & Iron Co

Samuel J. Reeves, recently of the Minne-apolis (Minn.) Steel & Machinery Co., has been appointed general superintendent to have charge of the properties, equipment and manufacture of product for the Virginia Bridge & Iron Co. of Roanske, Va., maker of bridges and other structural metal work.

New Orleans Representative of Crocker-Wheeler.

B. A. Schroeder, for some time attached to the St. Louis office of the Crocker-Wheeler Company of Ampere, N. J., has been placed in charge of the New Orleans office of the company. Mr. Schroeder succeeds W. P. Field, who has been transferred to the Bos-ton office.

Steele & Sons Are Busy.

The demand for New South Brick Machin The demand for New South Brick Machinery indicates no lessening in the popularity of that equipment. Messes. J. C. Steele & Sons, the manufacturers, say: "Business is good with us, and the indications are we are to have a very busy year of it." They have an extensive plant at Statesville, N. C., where their machinery is built. They furnish all kinds of brickyard supplies.

Breese & Mitchell, Architects.

There has been organized at Norfolk, Va., a new architectural firm which will doubt-less figure prominently in the preparation of plans and specifications for buildings in that city and territory available. Messrs. Breese & Mitchell is the new firm, with offices in the Chamberlaine Building. Granby street. harles Parker Breese was formerly of reese, Ferguson & Co. at Norfolk, and Ben-min F. Mitchell is a native of North Carotion with some of the largest modern buildings in New York city and State.

plants. The manufacture of these dogs is a specialty with some factories, and among the successful ones is the product of the Southern Engine and Boller Works at Jackson, Tenn. This company makes the Southern Saw-Mill Dogs described and illustrated in a leaflet now being distributed.

On Heating and Ventilation.

The New York Blower Co. has issued a new sectional catalogue, No. 55, on heating and ventilation. It contains a full description of the different styles of the company's new heater, shows some of the different styles of hot-blast apparatus, and then several applications of the company's heating and ventilating system. The catalogue may be had for the asking by writing to the office at 25th Place and Stewart avenue, Chicago

Cortright Metal Shingle Advocate.

The March number of the Cortright Metal Shingle Advocate will interest architects, building contractors and all owners of houses. It presents some data that will enable readers to be prepared to make a suitable selection when they are ready to buy roofing that gives the best possible results both from the standpoint of economy and appearance. The Cortright Metal Roofing Co., Philadelphia, Pa., publishes the Advocate.

The Sumter Telephone Calendar.

There is now being distributed by the Sumter Telephone Manufacturing Co. of Sumter, S. C., a 1966 calendar which will find a prominent position in every establishment to which it is sent. This calendar has large date and month pads, so that they can be read from a distance. It also presents a view of the extensive plant of the Sumter Company, where high-grade telephones and other necessary telephone equipment is manufactured.

Weinman Pumping Machinery.

The latest designs of modern pumping machinery for all purposes as built by the Weinman Machine Works are shown in a leaflet now being distributed. The publication lists a few of the machines—steam pumps, power pumps, air compressors, deepwell pumps and supplies—which the Weinman company has perfected, and which are in demand wherever exacting users of pumping machinery are requiring such apparatus. The Weinman Machine Works has its extensive manufacturing plant as well as its main offices at Columbus, Ohio.

Refrigerating and Ice-Making Machinery.

The De La Vergne Ice and Refrigeration Bulletin states that the embodiment of the best modern engineering practice is found in the De La Vergne machinery. Owners who contemplate making a new installation or replacing or making additions to established plants and equipment are invited to consult the De La Vergne Machine Co., and thus obtain the benefit of the company's broad experience. This company's equipments are built in sizes of from 5 to 500 tons capacity. Address the main offices at the foot of East 138th street, New York.

How to Read Wattmeters.

Electricity is a commodity which is measured accurately for barter and sale, although to the person unacquainted with the subject it is enveloped in doubt and mystery. In the interest of a clear knowledge of how to read wattneters there has been issued a little booklet called "Wattmeters and How to Read Them." The Westinghouse Electric & Manufacturing Co. of Pittsburg, Pa., is sending this booklet to those who ask for a copy. It will tell you all about the wattmeter and enable you to obtain a definite idea regarding the quantity of electrical energy you use in your home, office or factory.

Burning Questions-Electric Lamps

Burning questions are referred to in several leaflets now being issued for the purpose of informing incandescent electric lamp users how to economize in obtaining their supply of such lamps. These leaflets teleabout the taking of burned out lamps of standard make, thoroughly overhauling them, cleaning them, re-exhausting them, inserting new filaments of the best-known material and delivering the rebuilt lamp in a condition that makes it equal to the original new lamp. The Economy Electric Co. of Warren, Ohio, does this. Write the company for prices and information regarding its speciality.

Improved Bonar Oll Filters.

Messrs. James Bonar & Co., Frick Building, Pittsburg, Pa., have issued an illustrated leaflet regarding their improved Bonar oil filters, separators and purifiers. The corporation has had many years' experience in the oil-filter business, and recently acquired the Conn patents, which they have combined with the Hubbard patents. The results obtained are remarkable in the filtration of impure waste oil. In addition the company maintains its gravity-distillation system, combining it with the cloth filtration. Send for this leaflet and learn how the Bonar equipments are operated in the interest of economy wherever used.

Jackson, Miss.

The capital of Mississippi is Jackson, one of the most progressive cities in the State. Jackson offers many advantages as a location for manufacturing and other enterprises, as well as to the homeseeker looking for a place where his interests can best be advanced. The city has modern water-works, sewerage and lighting systems, and is located in a territory from which raw materials can be obtained at minimum prices for various kinds of factories, and its transportation facilities permit of prompt shipments to the available markets. The Jackson Board of Trade has issued a booklet that tells all about Jackson, and copies will be forwarded to inquirers.

Economical Gas and Oil Engines.

The De La Vergue Power Bulletin presents some brief yet interesting and complete facts regarding the introduction of gas and oil engines. It tells how gas and oil engines are taking the place of electric and steam power plants in many instances, and refers to the economy effected in various ways by the use of such engines. The Koerting Gas Engine and the Hornsby-Akroyd Oil Engine are illustrated and in brief form their perfection in operation is mentioned. The Koerting is built from 65 to 3000 horse-power, and the Hornsby-Akroyd from 1½ to 125 horse-power by the De La Vergue Machine Co., foot of East 138th street, New York city.

The Ridgepole.

People who are interested in good roofing should not fail to examine the Ridgepole for February. This little publication comes every month from Messrs. J. A. & W. Bird & Co. of Boston to tell about the firm's celebrated Rex Flintkote Roofing. This is the roofing which was awarded the grand prize at the Louisiana Purchase Exposition, and was used to cover the buildings of that exposition. The Ridgepole contains facts and figures relative to the superior qualities of Rex Flintkote Roofing, and shows why contractors, building owners, architects and others seeking the best advantage will find their needs met with the article. Send your name and address for the mailing list.

Flexible Steel-Armored Hose.

It has been many years since hose for the transmission of steam or air was placed on the market. Recently the Sprague Electric Co. has introduced important improvements in such hose, and offers to users the Flexible Steel-Armored Hose. This hose consists of a suitable rubber hose covered with a tight-fitting flexible steel armor, thus protecting the rubber hose against mechanical injury, as well as many other causes which shorten the life of the plain rubber hose. Bulletin No. 505 has been issued to give full details as to the construction of this new hose, and interested parties are invited to write for copies of the publication. Address the Sprague Electric Co., 527 W. 34th street, New York.

Portable Railway-Repair Tools.

Users of portable tools for railway repair shops will find information of value to them in H. B. Underwood & Co.'s catalogue of special tools for repair shops. This department is under the direct supervision of D. W. Pedrick, who has severed his connection with the Pedrick & Ayer Company, and who has for many years been active in designing and building this line of tools and is well known to the trade. Underwood & Co. propose to maintain their previous reputation of making high-grade tools and doing high-grade work keeping up with the requirements of the times. Their guarantee is broad and their prices are moderate. Write to Messrs. H. B. Underwood & Co., 1025 Hamilton street, Philadelphia, Pa., for latest illustrated catalogue.

Labor-Saving Tools.

The Ingersoil-Sergeant Drill Co., 26 Cortlandt street, New York, has issued the first of a series of builetins regarding labor-saving tools operated by compressed air. The first bulletin, No. 2000, describes the Macdonald Rivet Forge, which is designed to meet the requirements for heating rivets in connection with riveting upon bridge, ship, boiler and general outside steel construction work upon which pneumatic tools are usually employed and compressed air is therefore available. The new series of bulletins will be

issued by the pneumatic-tool department of the Ingersoil-Sergeant Drill Co., and each issue will possess the distinctive color and the same neat typographical appearance as the first number. Send your name for the company's malling list.

The Roper Harness Motion.

Abundance of raw material is not the only essential factor in the advance of the Southern cotton-manufacturing industry. Abundance of proper help is also requisite, and good help is said to be very scarce in cotton-manufacturing centers. This emphasizes the necessity for using the latest labor-saving machinery, and to be posted on the latest developments in such equipment one should read Cotton Chats. The February issue of this publication tells about the Roper harness motion and the economies brought about by its use, besides referring to other apparatus that progressive cotton-mill owners will be interested in. The Draper Company, the well-known cotton-machinery makers, Hopedaic, Mass., publishes Cotton Chats. Write to be put on the company's mailing list.

As the Photographer Saw Us.

A place where trading is made easy, where red-tape methods are unknown, where the word guarantee is truthfully interpreted—such a place is especially sought by buyers of electrical machinery, and they will find views of it presented in "As the Photographer Saw Us." This publication illustrates the plant of the Guarantee Electric Co. of Chicago, which carries a stock approximating 600 dynamos and motors of standard make, and is prepared to quote low prices and make prompt deliveries. The company purchases second-hand apparatus and puts it in perfect working order before offering it to purchasers. Each machine is operated at its rated load in the presence of the superintendent or manager before shipment. If you are seeking electrical machinery of any kind, write the Guarantee Electric Co. for a copy of booklet.

Regarding Compressed Air.

"Compressed Facts About Compressed Air" is the title of a booklet by the Clayton Air Compressor Works, 114 Liberty street, New York city, giving "a resume of the points to be considered in buying an air compressor of medium capacity." After an introductory quotation from Andrew Carnegle that "a small saving in each process means fortune," brief chapters are devoted to the following topics: "Economy of Compressed Air," "Features of a Money-Saving Air Compressor," "How Those Features Are Combined in a Good and Medium-Priced Machine," "Method of Driving Air Compressor," and "Some of the Uses of Compressed Air." It is worthy of note that under the last are enumerated 139 distinct applications of compressed aid, and the list is by no means exhaustive. Hlustrations showing some type of compressor or part thereof adorn every page, and the pamphlet is printed on a high grade of India tint paper and bound in blue and gold. It contains 32 pages, and is standard in size, measuring 395x6 inches.

Newton Vertical Milling Machines.

Newton catalogue No. 40 presents illustrations of a number of different designs of vertical milling machines, both belt and direct motor driven, which are made extra heavy, rigid and powerful to meet the demands of the locomotive and railroad machine shops, for which they are specially adapted. The circular carriage of machines has a dish or trough for holding the lubricant, and has variable automatic circular, cross and in and out feed motion in either direction, the feed motions being controlled by independent clutches, conveniently placed. The spindle is fitted with a taper hole and threaded on the outside, and lower spindle bearing has an adjustment by hand. When desired, machines will be fitted with vertical power feed to spindle head, and with a self-contained crane. Machines are all fitted with pump, piping and necessary attachments for cutter lubrication. They are made by the Newton Machine Tool Works of Philadelphin, Pa. Correspondence is solicited for any special or standard tools required.

lee Manufacture and Refrigeration.

A complete description of the absorption process of artificial-ice manufacture and refrigeration is presented in illustrated leaflets now being distributed. The subject is made as plain as possible, the process being shown in such a manner as to be readily understood by the layman as well as the engineer. It may be briefly said of the absorption process that the manufacturing is continuous, one detail of the operation not delaying another. So simple is the machinery employed that any person of ordinary intelligence can learn to operate a machine successfully after a

week's experience. The advantages of the absorption process are presented lucidly, so that not only those who are to build lee or refrigeration plants, but also those now using machinery for that purpose will be deeply interested in the superior results to which attention is called. Many plants of this type are in operation to the great satisfaction of their owners throughout the South and in other parts of the country. They are manufactured and installed by the Columbus Iron Works Co. of Columbus, Ga.

C. Regenhardt's International Guide.

Regenhardt's International Guide for mer chants, manufacturers and exporters con-tains the addresses wanted every day by firms in foreign business. However remote a place may be, if business of any importance is transacted there, the book gives all the particulars that are of service to the mer chant—data re shipping intercourse, consular and customs service, number of inhabitants and customs service, number of inhabitants the leading banks and law firms, commission and forwarding agents, etc. Any special in formation, such as reliable reports on busi-ness concerns, trade lists, etc., may be ob-tained from any town direct through the Regenhardt correspondents. Consuls of all nationalities, many first-rate commercial houses and more than 15,000 correspondents assist every year in promoting the directory. The contents and its arrangements have bee steadily improved during 29 years, and the mass of data is so classified and indexed that it is readily accessible. By the use of thin Bible paper the publisher has added much to the practical value of the work in making it a handy edition. This is much appreciated by a great number of commercial travelers whom the Regenhardt directory has been a favorite companion for many years. The 1955 edition is now ready, price \$1.50. Address C. Regenhardt's Agency, 11 Broadway, New

Gisholt Machine Tools.

The importance of a proper tool equipment for special machines is well understood by their users. From the outset it has been the aim of the Gisholt Machine Co. to furnish machines and tools capable of turning out a large amount of work with comparatively inexpensive tool outfits, constructing the tools so that they are suitable to a large range of work and at the same time quickly adjustable from one piece to another. In designing its tools the Gisholt Machine Co.'s main object has been to avoid the necessity of discarding expensive tools whenever a change is made in the design of the parts being manufactured. When Gisholt machines are once equipped with boring tools and arbors for standard holes the necessary addition to the tool equipment for producing any ordinary pieces can be made at comparatively small cost. In disseminating literature telling about its tools the Gisholt Machine Co. has taken especial care. Its latest publication, one of a series of leaflets for which a binder has previously been distributed, is especially creditable. It is illustrated by photographic reproductions and is mailed between pasteboard, so as to protect from creasing or scratching. The Gisholt Machine Co. is of Madison, Wis., and invites users of machine tools to write for information of value to them.

De Laval Centrifugal Pumps.

The advent of the steam turbine affords notor capable of such high speeds that not only are centrifugal pumps available for the entire range of heads under which the piston pumps operate, but they can generate these leads with less impeller diameter for a given capacity than was necessary with the older centrifugal pumps, with their limited heads. Thereby the hydraulic friction of the im-peller is reduced and the efficiency of the pump correspondingly increased. The Laval Steam Turbine Co., early realithese possibilities, devoted itself to the velopments of centrifugal pumps of the The De early realizing elest, or single-guide-vane type, adapted for direct connection to its steam turbine, and found them not only a reliable means of pump ing against high heads, but capable of a de of efficiency considerably superior to that which had been heretofore available for such pumps. The De Laval Steam Turbine Co. therefore entered the market as a maker of a line of such centrifugal pumps, driven either by a steam turbine or by an electric notor, and manufactured as one unit, the sump and motor being mounted on a coedplate directly connected by flexible These equipments are assembled com plete and subjected to exhaustive test at the (N. J.) works, and are shipp . Therefore, as soon as placed their foundations and steam and water connections made they are ready for immediate operation. As all moving parts rotate, and as they are perfectly balanced, heavy foundathe

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tions are not necessary. The De Laval Steam Turbine and Electro-Motor Centrifugal Pumps are fully described and illustrated in a publication which the company is now distributing to interested parties. For a copy write the De Laval Steam Turbine Co.; executive of the company utive offices, 74 Cortlandt street, New York.

Take An Ocean Voyage!

It is a somewhat curious fact that to the average American "an ocean voyage" means a voyage to Europe, which, when he allows his thoughts to turn to it as an experience, presents itself to his mind only as the long presents itself to his mind only as the long and expensive transatiantic trip. He seems unaware that it is possible to take an enjoyable "ocean voyage," coastwise, on a luxuriously-appointed steamer at a comparatively slight expenditure of time and money. The Merchants & Miners' Transportation Co., whose ships ply between Boston, Providence, Baltimore, Newport News, Norfolk, Savannah and Philadelphia, has apparently noted this mental peculiarity of the average American and taken measures to correct it by issuing a handsome folder full of interesting information about its line, its history, its vessels, its rates, its routes and its ports. It formation about its line, its history, its vessels, its rates, its routes and its ports. It draws a most alluring picture of ocean-voyaging under the most comfortable circumstances. No transatlantic liner is a more luxuriously-appointed floating hotel than is each of the big iron and steel ships of the Merchants & Miners' Line. No transatlantic liner carries its passengers through more pleasant waters. If you feel that a brief and inexpensive sea voyage would be a delightful holiday for you, or if you have occasion to make a journey northward or southward for usiness, write any agent of the company or W. P. Turner, general passenger agent of the W. P. Turner, general passenger agent of the Merchants & Miners' Transportation Co., Baltimore, Md.

Soft Water.

A most interesting publication is the illustrated pamphlet entitled "Soft Water," now being distributed among those whom its con trated pamphlet entitled "Soft Water," now being distributed among those whom its contents will benefit. Many persons are versed in the necessity of a modern system for the elimination of the deleterious properties found in water for manufacturing and domestic purposes. They will find "Soft Water" presents some timely and valuable data for their consideration. The book tells about water-softening plants, which are not new and untried. On the contrary, they have been fully proven, and date back to the discoveries made by Dr. Clark of Aberdeen, Scotland, in 1841. The system described is the Greer, installed by the Greer Filter Co. of Philadelphia, Pa.: offices in the Perry Building. This company has built some of the best-known filter plants in the country, including that which purifies the water for \$5,000 horse-power of boilers at Ensley, Ala., for the Tennessee Coal, Iron & Railway Co. The steam from which this water comes is pollution only. The Greer Filter Co.'s book presents views of a number of important plants which the company has installed, besides giving facts and figures regarding the Greer system, its parts and how the water softening is perfectly done by the completed plants. Manufacturers and other workers in the industrial field are invited to send for a copy of "Soft Water," as a perusal of its contents will furnish valuable information for consideration.

The attainment of perfection in motor-car construction is not left entirely with pio-neers in the field. It is possible for others who have inventive genius, experience, me-chanical ability and facilities to make great strides in this direction. Plenty of room for improvement has been the incentive to American inventors, and the results have brought prominence and success to American ma-chines. In the development of the Marmon Motor Car the endeavor has been to excel the best of foreign and American-made auto-mobiles. The principle of construction has been given the greatest consideration. The Nordyke & Marmon Co. of Indianapolis, Ind., builds the Marmon Motor Car. It began early in 1902 to develop and perfect the ma-chine, and in 1904 a number of the cars were sold embodying the double three-point sussold embodying the double three-point sus-pension, the four-cylinder air-cooled engine, bevel-gear drive, double side entrance ton-neau and other features prominent in the 1905 model. These cars have since been in use in very billy and level country, over good and bad roads, and have been subjected to the severest practical tests which any machine could be expected to withstand. In speed, endurance, hill climbing on direct drive, durability, cost of maintenance and economy in operation the Marmon cars have even surpassed the expectation of both builder and buyer. The 1905 model has the features which have proven so successful, and has been improved in refinement of construction. The reputation of the Nordyke &

Marmon Company because of its previous successes in the mechanical world is in itself a guarantee that the Marmon Motor Car must be at least equal to anything of its character now on the market, otherwise it would not be offered to automobile users. Circular No. 530, issued by the company, explains in plain words the details of construction and sets forth the advantages of the several features which distinguish the Marmon car. Send for a copy.

Economizing Steam Specialties.

The constant study of the world's best engineers since the inception of steam as a prime mover has been the economic production of power. Their efforts have resulted in obtaining the greatest possible amount of energy from the steam, this being effected by the use of various economical steam special-ties. In the manufacture of these specialities the Williams Gauge Co. has been especially the Williams Gauge Co. has been especially prominent and successful. Among well-known users of Williams apparatus may be named the Westinghouse Electric & Manufacturing Co., Carnegie Steel Co., National Tube Works, Jones & Laughlin Steel Co., American Steel & Wire Co., Pressed Steel Car Co. and many others. The Williams steam specialties include safety feed-water regulators, auxiliary feed-water regulators, auxiliary feed-water regulators, auxiliary feed-water regulators, safety water columns, chain lever water gauges, etc. "Economizing Steam Specialties" is the title of the Williams Gauge Co.'s twenty-eighth booklet regarding its products, twenty-eighth booklet regarding its products, which are the direct result of 22 years' expe-rience in this branch of design and manufacture. All the devices are illustrated and fully described, and photographic views are fully described, and photographic views are shown of some of the largest power plants using the Williams equipments for economiz-ing in the making of steam and using it for power purposes. Write for a copy, address-ing the main offices at 543-545-547 Fourth avenue, Pittsburg, Pa.

Hendricks' Commercial Register.

The fourteenth annual edition of Hen-dricks' Commercial Register is now ready for distribution. It is intended for the use of buyers and sellers, being especially de-voted to the interests of the architectural, voted to the interests of the architectural, mechanical, engineering, contracting, electrical, railroad, iron, steel, mining, mill, quarrying and numerous other industries of the United States. This book comprises a complete and reliable index of the industries referred to, containing over 35,000 names, addresses and business classifications. It has full lists of the manufacturers of and dealers in everything employed in the manufacture of material, machinery and apparatus used in these vast industries, from the raw material to the manufactured article, and from the producer to the consumer. Business establishments which have used previous editions of Hendricks' Commercial Register are well aware of its great usefulness ister are well aware of its great usefulness as an office adjunct, and those who are not acquainted with it are advised to become so without delay. The register is indispensable as a buyers' reference for the architect, engi-neer, contractor, manufacturer, jobber, re-tailer, purchasing agent, and for railroad, machine shop, foundry, mill, factory, mine and plantation. For mailing purposes the book is indispensable. The contents are classified and indexed and arranged for the most convenient use. Messrs. Samuel E. Hendricks & Co., 76 Elm street, corner of Franklin, one block east of Broadway, New York, are the publishers, the price being \$7.

A Handsome Catalogue of Woodworking Machinery.

It is not often that such a handsome and omplete catalogue of woodworking machin-hy is distributed as that which the H. B. mith Machine Co. of Smithville, N. J., bas prepared for presentation to its present and prospective purchasers. This catalogue is a clothbound volume 8x11 inches, with over 600 pages of text and illustrations referring to the numerous 8mith woodworking machines, all of which have been designed and made in the 8mith works. It is now 72 years since H. B. 8mith first began building his machines and created the nucleus from which has developed the extensive business. He patented the blind-stile mortiser in 1847; then followed molders, later tenoners, reciprocating power mortisers and other classes in rapid succession, and today new machines are being evolved in the plant for early inprepared for presentation to its present and In rapid succession, and today new machines are being evolved in the plant for early introduction to progressive managers of establishments wherein woodworking machines have their uses. The H. B. Smith catalogue presents a history of the industry, some 32 pages being devoted to this, and including photographic reproductions of the big plant, of medals and other awards of merit which the company has received for its machines in various expositions both in this country. in various expositions both in this country and in foreign countries.

company points with pride to the fact that H. B. Smith machines are used in the leading manufactories everywhere, and the demand for them grows so steadily that enlargements and improvements to the allargements and improvements to the aiready large plant are constantly being made. Any buyer of woodworking machinery wanting to obtain the best possible results in this class of equipment will not fail to confer with the H. B. Smith people before awarding contracts. Those who are acquainted with the Smith designs are well aware of their superior merit. The awards above mentioned include gold medal at St. Louis, Buffalo, Parls, International Export Exposition. falo, Paris, International Export Exposition. Philadelphia: Atlanta, American Institute

Important Facts for Coal Consumers.

An interesting booklet is "Important Facts for All Consumers of Coal," which tells about the famous coal fields of West Virginia and quotes from the accepted and authorized reports of the West Virginia State geologist as to the noted coal seams in that reogist as to the noted coal seams in that re-gion. The miners and shippers of the New River areas claim that New River coal is a continuance of the famous Pocahontas vein and has the same valuable steaming prop-erties. Facts are also presented anent ex-haustive tests of New River coal by the United States Navy Department. Speaking of the coal coming from the region where New River products is mined the West Vir-ginia State report says: "Coal of the Potts." ginia State report says: "Coal of the Potts-ville series, whether in the Gauley, New River or Flat-Top district, is an ideal steam fuel. Low in volatile matter and high in fixed carbon, while very low in ash, sulphur and moisture, these coals give off an intense heat with a nearly smokeless combustion. The small portion of sulphur they contain The small portion of sulphur they contain insures safety from spontaneous combustion on shipboard, so that they have become the ideal fuel for steamship and general naval purposes, and their use in these lines is constantly increasing." There seems to be no question but that New River coals in actual use bear out the tests, and may be depended on to give, under ordinary conditions of service, the highest possible results. The New vice, the lighest possible results. The New River Coal Sales Co. Is sole agent for the New River Peerless Coal, and it has issued the booklet above referred to. This company ships to tidewater over the Chesapeake & Ohio Railroad and loads at Newport News, Va., for transportation to other points for consumption in the production of steam for the operation of manufacturing plants and other industrial establishments, power-houses steamships, etc. The New River Coal Sales
Co. has its New York offices at 21 to 24 State
street, Edward A. Willard being in charge.
J. A. McGuffin, president of the company,
has his office at Sewell, W. Va., in the mining district. Branch offices are also maintained in Boston, Richmond and Cincinnati.

The Red Book.

The Red Book.

Now ready for distribution to subscribers is Knauer's Manufacturers of the United States, which is a classified and complete reference book for buyers and sellers for domestic and foreign trade. This is the fifth edition of the "Manufacturers of the United States Standard Reference Book," and will be found a revised, remodeled and greatly improved issue. The growing demand for this work, both at home and abroad, is an evidence of its high appreciation by the whole work, both at home and abroad, is an evidence of its high appreciation by the whole commercial community. It contains and concentrates the entire product of American manufacturers in one volume. It enumerates and classifies the names and addresses of all manufacturers in the United States, 512,734, together with their output of 52,596 articles of every known variety. This work, which was originally started in 1882 by the present comevery known variety. This work, which was originally started in 1882 by the present compiler in the form of a small pamphlet of 46 pages, weighing three ounces, by constant additions and improvements has now attained the dimensions of a great volume of 2700 pages, weighing 12½ pounds. The demand for this book of reference has kept pace with its phenomenal growth until it is now universally used. In every corner of the globe where American goods are in demand the work has become a necessity. Hundreds of letters from all over the world testify to its extreme value in every mercantile home where it is in use. Its object is to furnish not only the most reliable and latest information of those identified in the manufacturing line, but to so arrange and classify them under their respective trade lists and articles as to render the book of practical use for ready reference to both buyer and seller. In the publication of this work the utmost care has been taken to make it thorough and complete, but in a field so enormously large and scattered, and one in which ow many changes are constantly occurring, it mously large and scattered, and one in which so many changes are constantly occurring, it is not to be expected that it will be free from errors or perfect in every detail. A careful and thorough revision, with the necessary changes and additions, is made every year.

The index of the classified list of headings has been carefully compiled and arranged in the most comprehensive form by means of cross reference headings. This valuable volume for the use of business men is more familiarly referred to as the Red Book, and it is published by the Manufacturers' Red Book Publishing Co.. 225 Fourth avenue, New York city. It is loaned, not sold, and remains the property of the publisher, to whom it is finally returned according to agreement. Write the company at once if you are desir-ous of securing a copy of the volume for use in your establishment.

The Iron and Metal Trades.

The Iron Age in its weekly review says: "Our monthly blast-furnace returns rereal a continuance of the strong statistical position in the pig-iron industry. The February production, covering as it did only four weeks, was only 1,597,000 ons, as compared with 1,780,000 in Jannary. It fell below the normal because a considerable number of plants were affected by troubles incident to the handling of materials in winter weather. Roughly, this amounts to about 25,000 to 30,000 tons, and it is a curious fact that the stocks in the hands of merchant furnaces declined about 25,000 tons. In other words, consumption apparently during February was proceeding at a rate which would have taken care of the normal output of the furnaces in blast. Productive capacity on March 1 was very close to that of February 1, so that for the present it is stationary. There is still some capacity available, but resumption is being hampered by the same causes which have slightly checked output.

"The fact of the extraordinary consumption of pig-iron, reflected in the statistics, is confirmed by the circumstance that melters very generally are ordering shipments freely and in some cases urgently. It is only in isolated instances that delays are demanded.

"While in the Eastern markets the feature is still the buying for prompt delivery in moderate quantities by the general foundry trade, the Western distributing markets report a larger movement among some of the leading melters, the jobbing foundries, however, participating also. Both Cincinnati and Chicago have been quite active. The Westinghouse interests in Pittsburg have bought some round lots of charcoal and coke irons, the aggregate being fully 25,000 tons.

"For steel making the volume of purchases of pig has not been large. It is understood that the Steel Corporation may need 10,000 tons more for March. and there were indications of requirements aggregating 40,000 tons for April. These, however, will not come up at once. No buying on the part of this interest in the East has been done, and the alternative of starting the Troy furnaces is under consideration.

"There has been a further movement in steel rails. It is understood that the Atchison, Topeka & Santa Fe road has bought 25,000 tons, and that negotiations with the St. Paul and other Northwestern and some Southwestern roads are pending which will involve about 100,000 tons.

"In the structural trade an interesting w feature is the appearance of a considerable number of inquiries for steel buildings for manufacturing purposes. It is definitely known that about 22,000 tons of this class of work will soon be in the market.

"The enormous pressure upon the fin-ishing plants of the leading producers from domestic sources has made it necessury to restrict export sales to the quantities absolutely necessary to maintain the foothold acquired in foreign territory. Thus, while during the last year the United States Steel Corporation was shipping abroad at one time at the rate of 100,000 tons per month, commitments are now being kept down to the rate of from 55,000 to 60,000 tons per month."

FINANCIAL NEWS

, The Manufacturers' Record invites infor mation about Southern financial matters, items of news about new institutions, divi-dends declared, securities to be issued, open of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office Manufacturers' Record. Baltimore, Md., March 8.

United Railways continued to be the most prominent feature in the Baltimore stock market during the past week. There was a rapid rise of four points in the common stock, but nearly half of this was lost. The income bonds rose two points, but re acted fractionally. The 4s were fairly steady. Cotton Duck incomes also scored an advance of two and one-half points, and held most of the gain. The 5 per cents also rose two points. Consolidated Gas. United Electric Light & Power, Seaboards and G.-B.-S. Breweries were generally quiet, and Alabama Consolidated Coal & Iron was dull. Atlantic Coast Line ad vanced 10 points, but reacted partially Atlantic Coast Line of Connecticut advanced about 15 points. The general investment list remained steady to firm.

In the trading United Railways common sold from 13% to 18, reacting to 1614, with last sale at 1614; the inco advanced from 65 to 68, reacting to 671/s. with last sale at 6714; the 4s sold from 95 to 94%, with last sale at 94%; United Electric Light & Power 41/2s at 981/4 and 981/4 ; Consolidated Gas, 851/2 to 850/8 ; the 6s at 110, and the 5s at 11615; the 415s at 102% to 1021/2; Seaboard common changed hands at 18 to 1814; the rights at %, and the new common at 241/2 to 24; Seaboard 4s sold between 91 and 911/2; the 10-year 5s at 10414 to 10414, and the 3-year 5s from 99% to 100%; Cotton Duck common was dealt in from 9 to 914; the incomes from 3215 to 35, reacting to 3312, with last sale at 34; the 1st 5s sold from 7614 to 78%; G.-R.-S. common at 9; the incomes from 28 to 281/4, and the 1sts from 5615 to 57; the scrip changed hands at 6115

Bank stocks sold as follows: Merchants', 171; Citizens', 28%; Howard, 1114: Mechanics', 26.

Trust and other company stocks sold as follows: International, 142 and 14216; Fidelity & Deposit, 164 to 167; Maryland Casualty, 58 to 58%; Continental, 160; Baltimore Trust, 324; Mercantile, 152.

Other securities were traded in as follows: Alabama Consolidated Coal & Iron common, 50 to 55; do. preferred, 9615; do. 5s, 94 to 91; Atlantic Coast Line common, 132 to 14212, with last sale at 141; do. of Connecticut, 3371/2 to 3521/2; do. Consolidated 4s, 1011/8 to 1021/c: do. Connecticut 4s, certificates, 5-20s, 95 to 961/4; Georgia Southern & Florida 1st preferred, 100; do, 5s, 115½; Anacostia & Potomac 5s, 10615 to 10715 City & Suburban (Washington) 5s, 107 to 108; Carolina Central 4s, 9814 to 98%; Indiana Northern Traction 5s. 96%; Danville City 4s, 1935, 1025, to 1023; Maryland Telephone 5s, 9814 to 98; Georgia & Alabama Consolidated 7s, 113 to 113¼; North Baltimore 5s, 120½ to 121; Western Maryland 4s, 9212 to 92%; Consolidation Coal 412s, 109%; City & Suburban 5s (Baltimore), 114; Merchants' Coal 5s, 94; Baltimore Brick stock, 1312 to 1214; do, preferred, 56; Colorado Southern 4s, 92: Maryland & Pennsylvania incomes, 57½ to 5½; Charleston & West Carolina 5s, 115½ to 115% : Coal & Iron 5s, 107 : Florda Southern 4s, 99 to 991/4; Georgia, Calalina & Northern 5s, 112%; Georgia 1'acific 1sts, 1241/4 : Norfolk Railway & Light 5s, 94% to 94%; Augusta Street Rail ay 5s. 1041/2; Atlanta Street Railway 5s,

1061/4 to 1061/2; Charleston City Railway 5s, 106¼ to 106%; Macon Railway & Light 5s, 99; Maryland Club 4½s, 100%; Western North Carolina 6s, 115%; Baltimore City 3½s, 1928, 107.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended March S. 1905.

Western National Bank. 29 39;

Trust, Fidelity and Casuatty Stocks.

Baltimore Trust & Guarantee 100 320

Central Real Estate & Trust. 50 58

Continental Trust. 100
Fidelity & Deposit. 50 164

International Trust 100 1335

Maryland Casualty 25 58

Mercantile Trust & Deposit. 50 152

Linion Trust. 50 152

Linion Trust. 50 152

Linion Trust. 50 153

Linion Trust. 50 153 164 13816 58 152

Wilmington, Col. & Ang. 68, 1910.

Wilmington & Wel. Gold 5s. 1935.

Street Railway Bonds.

Anacostin & Potomac 5s. 1949.

Atlanta Con. St. Rwy. 5s.

Augusta Rwy. & Elec. 5s. 1949.

Atlanta Con. St. Rwy. 5s.

Augusta Rwy. & Elec. 5s. 1949.

Railimore Clty Passenger 5s. 1941.

Railimore Traction 1st 5s. 1929.

Central Ry. Con. 5s. (Balto.), 1932.

Central Ry. Ext. 5s. (Balto.), 1932.

Charleston City Railway 5s. 1933.

Charleston Con. Electric 5s. 1939.

City & Suburban 5s. (Railto.), 1942.

City & Suburban 5s. (Wash.), 1948.

Lake Roland Elev. 5s. (Balt.), 1942.

Cavington Railway 1st. 5s. 1949.

Macon Rwy. & Lt. 1st. Con. 5s. 1953.

Norfolk Street Railway 5s. 1944.

North Bailmore 5s. 1942.

Cnited Railways Ist. 4s. 1949.

Wiscellaneous Bonds.

(labama Consol. Coal & Fron 5s.

Atlabama Consol. Coal & Fron 5s.

Atlabama Consol. Coal & Fron 5s.

Onsoildated Gas 6s. 1949.

Consoildated Gas 6s. 1949.

Consoildated Gas 6s. 1939.

Consoildated Gas 1948. Cffs. 1

L. R. & Reewing 1st. 3-4s. 117
118
119
119
106
106½
90
113
107%
108
115½
104½
108
129
144
121
141
120
94½
97½
67½
67½
67½
67½

SOUTHERN COTTON-MILLSTOCKS

Quotations Furnished by Hugh Mac-Rae & Co., Wilmington, N. C., for Week Ending March 4.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	74	80
Alken Mfg. Co. (S. C.)	85	93
Anderson Cotton Mills (S. C.)		110
Arkwright Mills (S. C.)	701	440
Augusta Factory (Ga.)	75	77
Belton Mills (S. C.)	90	101
Bibb Mfg. Co. (Ga.)	90	102
Brandon Mills (S. C.)		102
Buffalo Cotton Mills (S. C.)		8712
Buffalo Cotton Mills (S. C.) Prd.	851	97
Cabarrus Cotton Mills (N. C.)	1557	211
Chadwick Mfg. Co. (N. C.)		102
Chiquola Mfg. Co. (8, C.)		95
Clifton Mfg. Co. (S. C.)	93	101
Clifton Mfg. Co. (S. C.) Pfd		10236
Clinton Cotton Mills (S. C.)		474
Courtenay Mfg. Co. (S. C.)		110
Columbus Mfg. Co. (Ga.)		9216
Dallas Mfg. Co. (Ala.)	79	85
Darlington Mfg. Co. (S. C.)	79	85
Eagle & Phenix Mills (Ga.)	105	
Pagie & Phenix Mills (S.C.)	7.00	0.00
Easley Cotton Mills (S. C.)	100	100
Enoree Mfg. Co. (8, C.)	4.00	85
Enoree Mfg. Co. (S. C.) Pfd	122	101

New Corporations.

The First National Bank of Louisburg, N. C., has begun business with R. G. Allen as president.

The Retail Merchants' Mutual Fire Insurance Co. of Little Rock, Ark., has legun business.

It is reported that a new bank is being organized at Lometa, Texas, John T. Mc-Carson of Ferris, Texas, being the principal promoter.

Th West Tampa Bank, which is to be a private institution conducted by the Drew-Henderson-Harris Company, is being organized at Tampa, Fla.

The Oakland Deposit Bank is reported organized at Oakland, Tenn., with \$20,000 capital, by H. S. Ogden of Hazel, Ky., and B. B. Linn of Paducah, Kv.

Application for a charter for the Bank of Allapaha, Berrien county, Georgia, has been made by M. J. Millan, George A. Paulk and J. J. Paulk, all of Allapaha.

The Bank of Lyon at Lyon, Miss., has began business with \$25,000 capital. A. J. Mosely is president: B. K. Bobo, vicepresident, and Charles G. Bobo, cashier.

The Flovie-Epes Loan & Trust Co. of Fort Worth, Texas, capital \$25,000, has filed its charter. The incorporators are John W. Flovie, Cary B. Epes and Thos. D. Ross.

An e ort is being made, it is reported, to establish a new bank at Eupora Miss., the promoters being W. V. Dunlap, F. N. Arnold, W. R. Scott and Taylor Bros.

The Security Loan & Investment Co. of Columbia, S. C., has been granted a comrission. The incorporators are James N. McCaughrin, Jesse G. McFall and James P. Hunter.

It is reported that R. T. Fant of Memphis has been elected president of the Bankers' Bank & Trust Co., recently organized at Memphis, Tenn., with \$1,000,-000 capital.

It is reported that the Bank of Clinton at Clinton, Miss., will begin business with \$15,000 capital about March 10. S. P. Stovall will be president, and E. A. Anderson, cashier.

Articles of incorporation have been filed for the Brownlie Realty Co. of Birmingham, Ala., capital \$25,000, by Harry Middleton, Elgie LeRoy Brownlie and Helen T. Bennett.

The First National Bank of Ozark. Ala., has been organized with \$25,000 capital. The officers are G. P. Dowling. president; J. D. Holman, vice-president; D. G. Munn, cashier.

The First National Bank of De Kalb, Texas, capital 25,000, has been approved.

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The organizers are H. D. Price, Wilburton, I. T.; C. C. Crump, E. M. Crump, J. W. Clark and others.

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It is reported that the Wise County Bank of Paradise, Texas, will begin business March 10 with M. R. Thompson of Fort Worth as president, and J. Z. Carter of Alvord, cashier.

The Carolina Building & Loan Co. of Columbia, S. C., capital \$200,000, has been granted a commission. The incorporators are Wm. Barnwell, Geo. W. Waring, W. K. Duffie and John T. Melton.

The First National Bank of Lonaconing, Md., capital \$25,000, has been approved. The organizers are M. A. Patrick, Westernport, Md.; W. W. Shultice, John Mackie, J. E. Suter and T. A. Cross.

The First National Bank of Newburg. W. Va., capital \$25,000, has been authorized to begin business with the following officers: J. R. Smoot, president; D. J. Gibson, vice-president; Emery H. Smith. eashier

[For Additional Financial News, See Pages 34 and 35.1

